I just compared my wagon to my neighbor's Travelall. I wish I hadn't.

At first it might look like a truck. Then you'll notice it is a foot-and-a-half shorter than a conventional wagon, yet has 20 percent more cargo space, more leg room and head room. With an optional third seat, you've got a car-pool champion. And you can drive this TRAVELALL® places you wouldn't think of taking a regular wagon, because it's more than a regular wagon.

You can also get a tilt steering wheel, air conditioning, power steering, Auto-Cruise, AM-FM stereo radio and 35-gallon gas capacity.

Up front, power disc brakes are standard. So is a new heavier independent coil suspension, stronger frame, staggered rear shocks, and the all-new wide-track front for better stability and handling.

This all adds up to a wagon that's more than an ordinary wagon. And that's what we mean when we say: "What makes a Travelall beautiful is what it does."

INTERNATIONAL® TRAVELALL

What makes it beautiful is what it does.

Your Aunt Martha borrows it to go antique hunting.
Is she a truck driver?

No. But then, there's nothing trucky about the new INTERNATIONAL® pickup. Its reputation as the strongest and sturdiest hasn't changed. That will never go out of style.

In fact, style is what the new INTERNATIONAL is all about. It's driving in style. In comfort. So when Aunt Martha takes it for a spin, or your family takes it on vacation, you have to agree that this pickup is far from a truck.

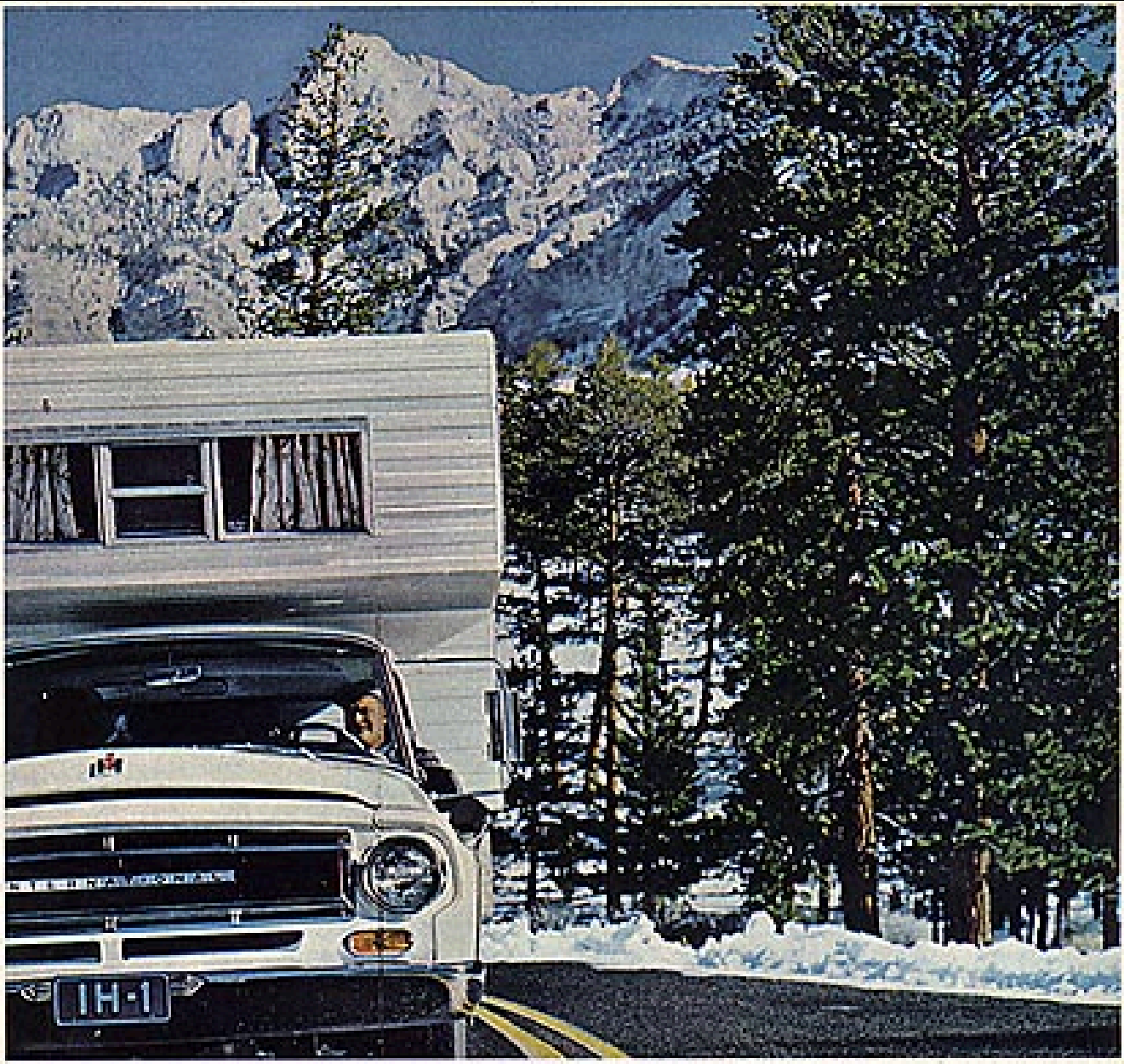
Now there's an easy swing in the way it handles. Brakes and clutch respond quickly and gently. You can have power brakes, brand new integral power steering, and automatic transmission too. And you can enjoy unusual comforts in the cab: air conditioning, bucket seats, soft carpeting and stereo.

The new INTERNATIONAL is still a real workhorse. But now it's much more. It's changing people's minds about pickups.

Just ask Aunt Martha.

INTERNATIONAL HARVESTER COMPANY
Chicago, Illinois 60611

The New International Pickup. Don't call it a truck.



If the mountain won't come to you

. . . go to the mountain. And the higher and tougher you pick them, the more reasons you have for an INTERNATIONAL Campermobile.

It takes a tough truck frame and rugged front end suspension to carry your camper in safety and ease. And, the INTERNATIONAL pickup has them, plus the power to move up any mountain.

Find out why so many camper owners are switching to the INTERNATIONAL pickup. Your nearby INTERNATIONAL Dealer will be happy to show you. Or, write for a free brochure to Dept. PS-567, International Harvester Company, P.O. Box 7333, Chicago, Illinois 60680.

INTERNATIONAL TRUCKS

Now you can get prompt delivery on a new TRAVELALL

The INTERNATIONAL TRAVELALL® is our big family wagon—and your best bet for towing a trailer and carrying your family and all your gear.

With its heavy-duty chassis, a choice of powerful engines and smooth transmissions, or with all-wheel drive, you can take your house right to the campsite—road or no road.

Ride easy, too, in INTERNATIONAL® style and comfort. The TRAVELALL is the roomiest wagon on the road! Complete safety features are standard. And you can enjoy air conditioning, too.

Try on a TRAVELALL for size at your nearest INTERNATIONAL Truck Dealer. Find out why it's the best wagon on the road today. And get a deal that's tailored just for you. Send this coupon for a free catalog with complete information.

1967 OFFICIAL TOW VEHICLE

International Harvester Company
Dept. PS-107, P. O. Box 7333, Chicago, Illinois 60680
Please send me your TRAVELALL Catalog.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

INTERNATIONAL HARVESTER COMPANY

A Scout is power to fish your own sea
Somewhere there's a surf that's never been fished. Where you never hear a highway sound. Where you can catch the big ones. And you can get there with the big power of the new V-8 INTERNATIONAL SCOUT® with all-wheel drive.
See the new SCOUT at your nearest INTERNATIONAL Dealer. The SCOUT is built to do anything, go anywhere with its new V-8 engine and all-wheel drive. Or you can get a SCOUT with either of two husky, economical 4-cylinder engines. Open it up, and cross the border into a man's world of driving. The new SCOUT costs less than most second cars, and your INTERNATIONAL Dealer is ready to deal. International Harvester Company, Chicago, Illinois 60611.
INTERNATIONAL HARVESTER CO.
The new top-powered V-8 SCOUT!
SCOUT is the registered trademark for a vehicle manufactured exclusively by International Harvester Company.

If you've never driven this pickup...

You'll quickly notice that the engine works smoothly, powerfully—whether it's our famous 6, V-8 or 4. And you can believe what our man says about economy.

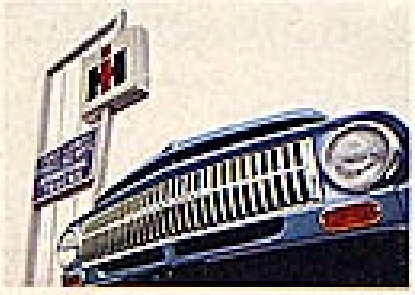
It's quieter than ever because there's a new acoustical headliner in the cab. A balanced drive line reduces vibration. Improved clutch linkage lessens pedal effort.

The ride on the highway is so gentle you may wonder how it behaves when the going gets rough. No worry. INTERNATIONAL® knows how to build the frame, springs and shocks to take almost anything.

For the ultimate in pickup luxury, ask about the plush cab interiors we offer. Extras like padded dash and door panels, nylon carpet on the floor, colorful seat upholstery—a lot of things that'll make you want our pickup for a second car.

See your INTERNATIONAL Dealer soon. He can add much more to this story. And it'll have a surprise ending—prices are less than you'd think.

INTERNATIONAL HARVESTER CO.
CHICAGO, ILLINOIS



...your International dealer can show you what you're missing

SCOUT is the registered trademark for a vehicle manufactured exclusively by the International Harvester Co.

Newest ways to answer the call of the wild

The very newest ways to hit the trail are with the great INTERNATIONAL® campermobiles.

Rough, tough, powerful INTERNATIONAL pickups—with two or four-door styling and fancy interiors—will carry your camper just about anywhere you want to go.

You can get a husky chassis with 131-in. wheelbase—and slide a fully-equipped camper into a new 8-ft. Bonus-Load body. Or you can get an extra-strong chassis with a long 140-in. wheelbase—and fit a roomier full-mount camper on it.

If you don't need all that room or power, try our SCOUT® camper. With all-wheel drive, it'll go way back in where the fishing is really good. And you can get it with custom interior and comfortable bucket seats.

Then there's our TRAVELALL® wagon, which you can see at any INTERNATIONAL Dealer. A big, family wagon—available in two or four-wheel drive—it carries nine people plus their gear. And it hauls a house trailer without wagging its tail.

For anything else you want to know about our great line of recreational vehicles, see an INTERNATIONAL Dealer. Or fill in the coupon and mail it to us. We'll send you free a big, handsome catalog on our pickups, SCOUT and TRAVELALL.

International Harvester Company
Dept. PS-4, P. O. Box 7333
Chicago, Illinois 60601

Please send me your Camper Catalog.

Name _____

Address _____

City _____ State _____

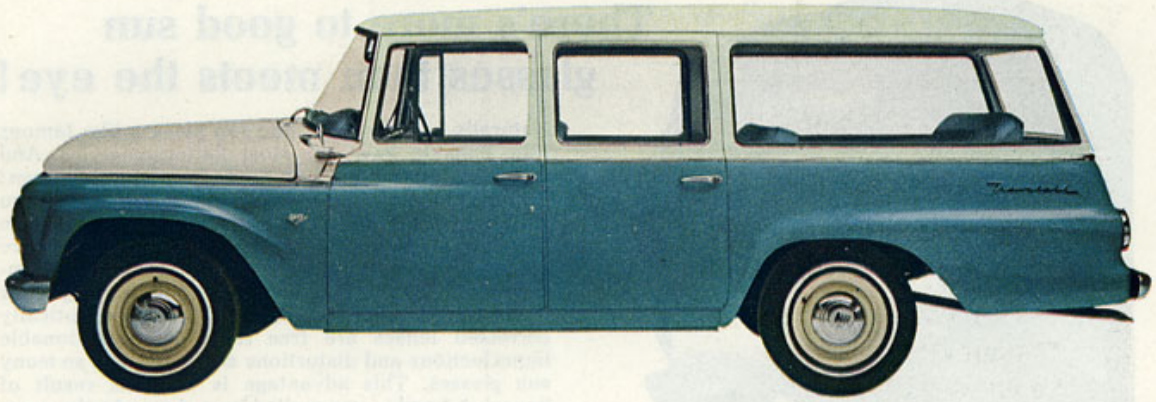
INTERNATIONAL HARVESTER COMPANY
CHICAGO, ILLINOIS

jets must truck before they fly!

Most jet engines and parts reach the aircraft plant by truck. Plane builders depend on truck service for the same reasons that all other modern producers do. No other form of transportation is so flexible as the truck, so easily geared to meeting production schedules . . . and at lower cost. Next time you see a jet soaring, remember: its maiden flight was by truck! Today, more than ever, trucklines are America's lifelines.

INTERNATIONAL HARVESTER

ATA FOUNDATION INC.
AMERICAN TRUCKING INDUSTRY



This is what a station wagon is supposed to be like

Two adults plus seven husky kids (or adults) ride comfortably anywhere.

A big fellow sits tall on a chair-high seat, without crushing his hat.

You can load up a pile of stuff, without straining over the tailgate.

With all-wheel-drive, you don't have to stop when you've run out of road.

There's no tail wagging when it's towing a boat, camper, or house trailer.

The high and wide windshield—big windows, too—let you see all around.

And it has everything else you could possibly want in a wagon, including smart looks. You can test drive it at any INTERNATIONAL Dealer or Branch . . . they're listed in the Yellow Pages.

It's the Travelall® by International®

International Harvester Company, 180 N. Michigan Avenue, Chicago 1, Illinois

Will you buy it for LOVE

If you love hunting, fishing, boating, skiing, camping, exploring—you couldn't do it better than in a TRAVELALL. It's big enough for nine people and their gear. It's rugged enough to go anywhere, with all-wheel-drive. It'll haul a boat trailer without wagging its tail. It gives you the comfortable ride and smart styling of a station wagon.

or MONEY?

If you make money delivering parcels, cartons, hard goods, soft goods, tools, equipment, workers, kids—the TRAVELALL will do a lot of work for you. It'll carry bigger articles than any other wagon. It's easy to load through four side doors and a tailgate. Its tough frame will shoulder a lot of weight. And its 6-cyl. or V-8 engine will perform economically for years.

You should test drive the TRAVELALL — and ask about convenient finance terms — at an INTERNATIONAL Dealer or Branch. International Harvester Company, 180 N. Michigan Ave., Chicago 1, Ill.

The Travelall® by International® IH.

SCOUT is the registered trademark for a vehicle manufactured exclusively by the International Harvester Company.

Once you've taken it out for fun...

you may forget you bought it for work

Bright idea—our compact SCOUT for your hard-working runabout.

Easy steering helps you glide through congested traffic. Short length makes parking spaces bigger. Small appetite lets you run it for days without running out of gas.

But comes the weekends, you'll want to forget work and head your SCOUT out where you can unwind.

Then it's for going to the club or that hidden fishing spot beyond the end of the roads. And with the top off the SCOUT and bucket seats inside, it's for plain fun driving no convertible or sports car can match.

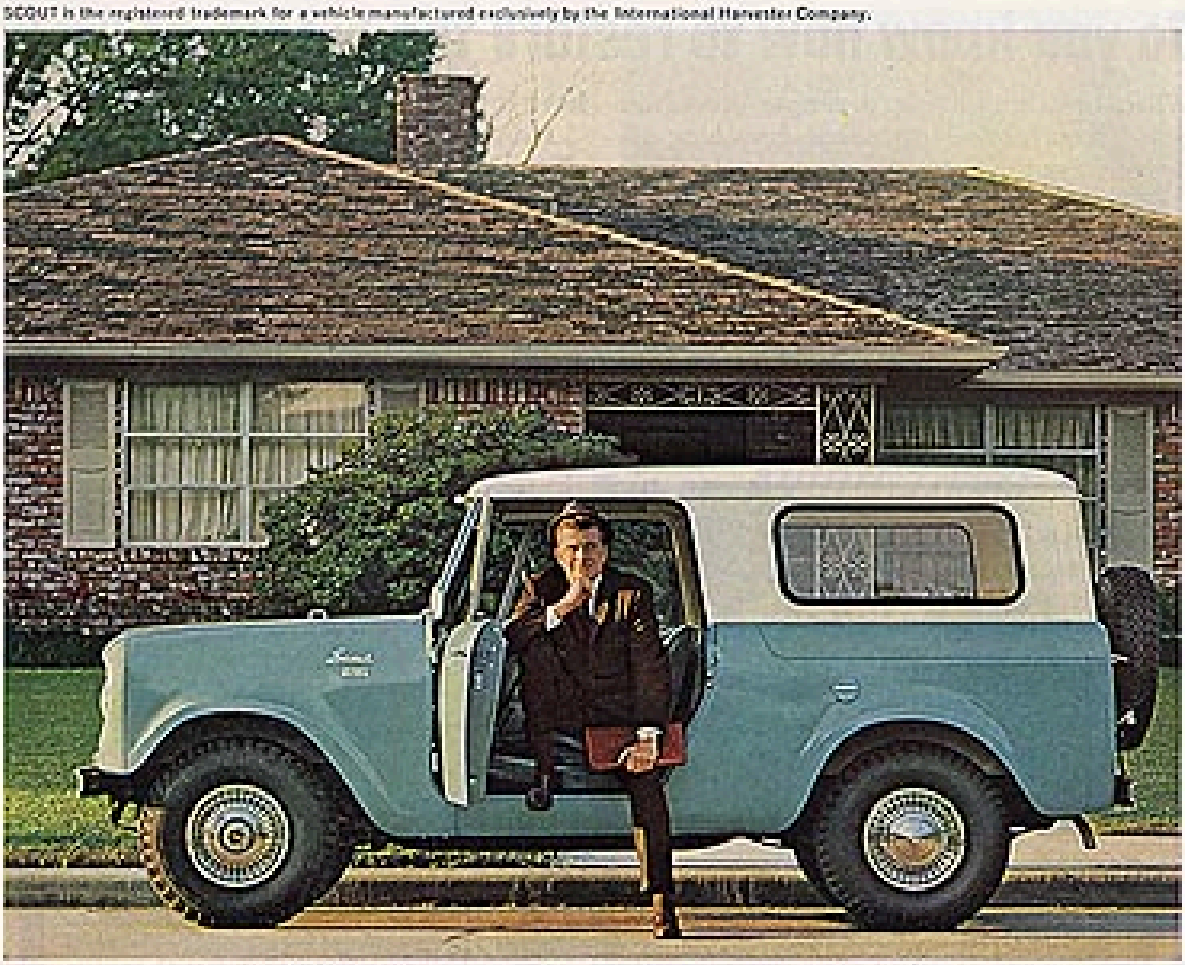
It's all yours for a surprisingly modest figure. Prices start at only $1690.85* for two-wheel drive models. (But you'll probably want an all-wheel drive SCOUT.)

Find out how far your money still goes, at the nearest INTERNATIONAL Dealer or Branch — listed in the Yellow Pages. International Harvester Company, 180 N. Michigan Ave., Chicago, Illinois 60601.

The *Scout*® by International®

*Manufacturer's list price, f.o.b. factory, exclusive of state and local taxes, destination and handling charges.

SCOUT is the registered trademark for a vehicle manufactured exclusively by the International Harvester Company.



Wouldn't you rather play hooky today...

and take your SCOUT on a holiday?

You bought our compact SCOUT for a second car, to drive to work. Smart buy.

Its tough 4-cyl. engine gives you about 20 miles per gallon—regular gas only. Short length makes it easy to wheel through rush-hour traffic . . . and lets you park it almost anywhere.

But you'd rather keep right on going with the SCOUT — for the sheer carefree, outdoor fun of it.

Go ahead. Take off the top and you'll have a jaunty convertible. With bucket seats you may even feel like you're driving a sports car. But there isn't a sports car around that can take you to so many fishing or hunting places beyond the end of the roads.

In case you haven't yet checked out this great work-and-pleasure vehicle, with two-wheel drive or all-wheel drive, prices start at just $1690.85*.

Play an hour's-worth of hooky today and test drive it at your INTERNATIONAL Dealer or Branch — listed in the Yellow Pages. International Harvester Co., 180 North Michigan Avenue, Chicago 1, Illinois.

The *Scout*® by International®

*Manufacturer's list price, f.o.b. factory, exclusive of state and local taxes, destination and handling charges

SCOUT is the registered trademark for a vehicle manufactured exclusively by International Harvester Company

We'll bring a brand new Scout right to your door

We have something so unusual to show you, we don't want to wait for you to come to us to see it.

So, when we get that coupon from you, our SCOUT dealer will come out to your house with a fresh new SCOUT for you to test drive.

Our man is carefully instructed not to high-pressure you or give you a great long sales talk. He'll answer your questions, show you anything you want to know about a SCOUT . . . and then he'll hand you the keys for any kind of driving test you want to make.

If you wind up buying a SCOUT, fine. If you don't, at least you'll know you've driven the most exciting, ready-for-anything vehicle that's ever parked in your driveway.

We won't know where to come if you don't send the coupon. So send it.

...just tell us where you live.

THE Scout® BY INTERNATIONAL®

International Harvester Company
Dept. NG, P. O. Box 7333,
Chicago 1, Illinois

Fair enough. I'll test your SCOUT. Tell the dealer.

☐ Have him phone first. This is my number.....

Name.....

Address.....

City..... Zone..... State.....

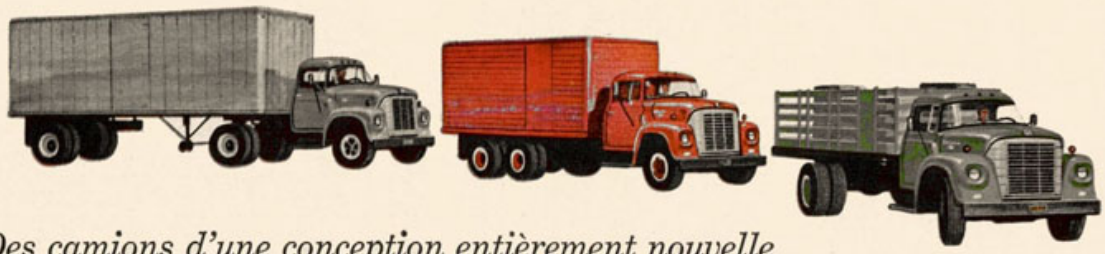
Which one's the Scout?

1 is. It's sporting the SCOUT vinyl cab top. (And that makes it a sporty pickup.) **2 is.** It's equipped with the SCOUT steel TRAVEL-TOP. (Just the thing for light delivery work around town. Or for traveling from town to town.) **3 is.** It's wearing the SCOUT steel cab top. (Recommended for winter duty north of the Mason-Dixon Line. So is a heater.) **4 is.** It's outfitted with the SCOUT vinyl TRAVEL-TOP. (Add bucket seats and an upholstered back seat and you have a jaunty little wagon.) **And 5 is,** too. Even though it doesn't have any kind of a top. And the windshield's folded forward. (Which means it's a SCOUT stripped down for fun.) Well, now that you know that each is a SCOUT—which one are you going to buy?

P. S. They all have a sturdy frame and rugged components and a 93 hp 4-cylinder engine that goes about 20 miles per gallon. Price is $1690.85.* See an INTERNATIONAL Dealer or Branch to test drive the SCOUT and buy it. International Harvester Co., 180 N. Michigan Ave., Chicago 1, Illinois.

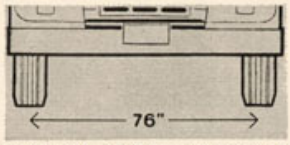
THE Scout® BY INTERNATIONAL®

SCOUT is the registered trademark for a vehicle manufactured exclusively by the International Harvester Company.
*Manufacturer's list price f. o. b. factory exclusive of taxes, preparation and handling.

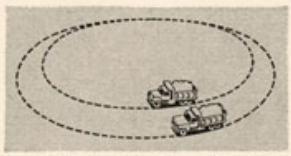


Des camions d'une conception entièrement nouvelle

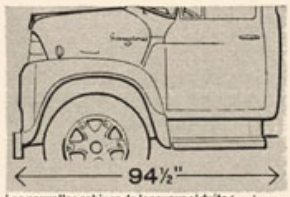
LA SÉRIE LOADSTAR INTERNATIONAL



La voie avant large de 76" procure la stabilité et la maniabilité. Cette largeur de voie et la nouvelle timonerie de direction donnent un angle de braquage de 40° qui permet de virer court et de garer le véhicule plus facilement.



Le rayon de braquage très court vous aidera à rouler dans une circulation dense ou sur des quais encombrés. Le Loadstar facilite tous les travaux !



Les nouvelles cabines de longueur réduite (seulement 94½ pouces du pare-chocs avant à l'arrière de la cabine) donnent aux camions de la série Loadstar une excellente facilité de direction et de répartition de la charge. Ils vous offrent tous les avantages des modèles à cabine normale et ceux des modèles à cabine avancée.

Parfaite facilité d'accès pour l'entretien. Le capot s'ouvrant en "ailes de papillon" donne un accès facile au moteur. Tous les organes sont à portée de la main, ce qui permet un entretien plus rapide, plus complet, plus économique.

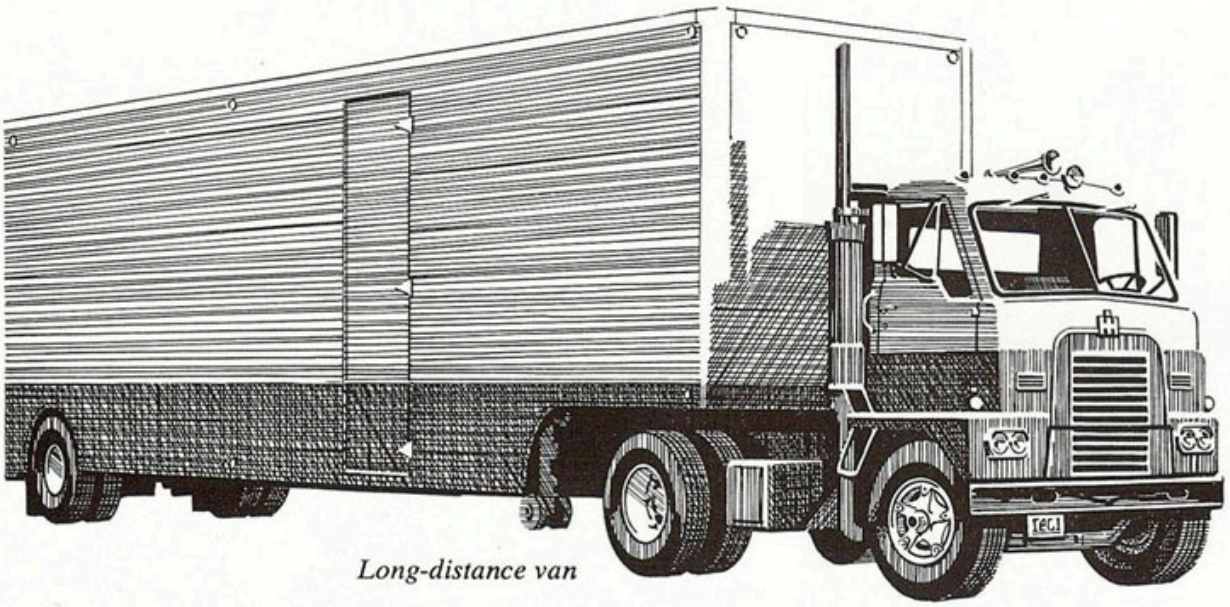
Confort et Commodité incomparables de la cabine ! Les larges portières et les larges marchepieds facilitent l'entrée et la sortie. Le volant peu incliné et les instruments de bord disposés de façon rationnelle permettent de conduire sans fatigue.

La grande maniabilité que procure la voie large n'est qu'un des éléments qui caractérisent cette série Loadstar *entièrement* nouvelle ! Et il ne s'agit pas de nouveautés superficielles de la carrosserie. Jamais jusqu'ici, aucune série de camions n'avait présenté autant de perfectionnements *pratiques*. Les Loadstars de la Série 1600, 1700, 1800 et F1800 sont les camions poids mi-lourds les plus robustes et les plus économiques qui aient jamais été construits !

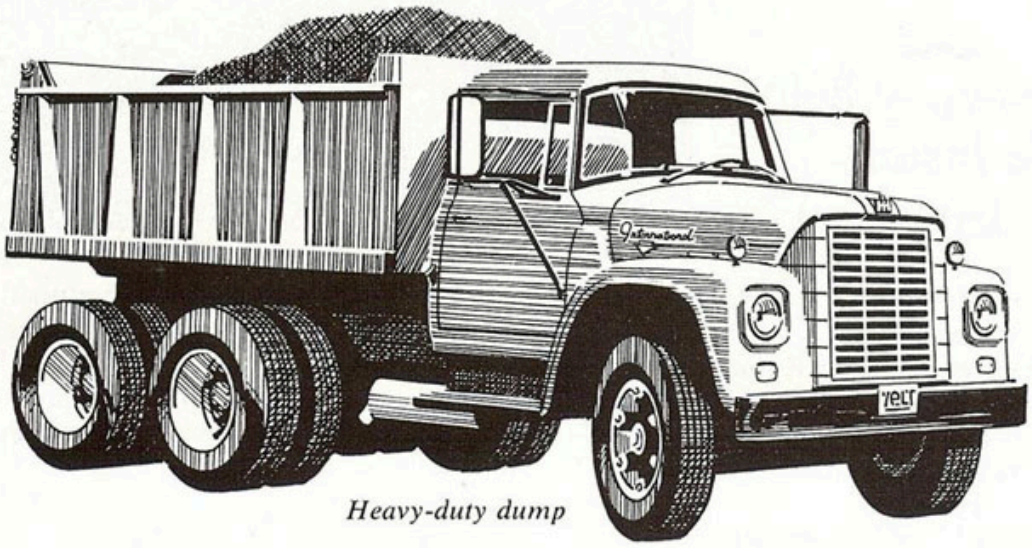
Essayez le Loadstar sans tarder. Vous constaterez combien il est maniable. Vous jouirez d'un confort parfait dans le camion le plus facile à conduire qui ait jamais pris la route. Vous constaterez qu'il est doté de caractéristiques qui garantissent des années de durée supplémentaire avec des frais d'entretien réduits. Adressez-vous dès demain à votre marchand ou à votre succursale International, pour obtenir *tous* les détails sur le Loadstar !

INTERNATIONAL HARVESTER COMPANY OF CANADA, LIMITED, HAMILTON, ONTARIO • CAMIONS • TRACTEURS À CHENILLES • EQUIPEMENT DE INDUSTRIES ET D'ENTREPRISES • TRACTEURS ET EQUIPEMENT AGRICOLES

49-633F



Long-distance van



Heavy-duty dump

KNOW YOUR TRUCKS!

Whether the job is moving rocks or moving a household, America's trucking industry has a *specialized* vehicle to move it! Nearly every large-capacity truck you see today is custom-built to do its job with maximum efficiency and at lowest possible cost . . . an economy that America's truckers are glad to share with you in the form of *lower delivered costs on nearly everything you buy*. Next time you're driving, add interest to your trip by counting all the hundreds of different truck types that serve you in so many special ways. It's also interesting to note how many of them are Internationals.

MEMBER
ATA FOUNDATION INC.
AMERICAN TRUCKING INDUSTRY
Washington 6, D.C.

INTERNATIONAL HARVESTER COMPANY

World's largest maker of heavy-duty trucks

Le petit véhicule "tous terrains" à 4 roues motrices le plus robuste qui soit:

Nouveau, au Canada

Scout INTERNATIONAL

Le Scout est un véhicule à quatre roues motrices tout à fait nouveau. D'emblée, vous en aimerez l'élégance et le confort. Mais attendez de l'avoir vu à l'oeuvre! Mettez-le à l'épreuve dans la boue épaisse, traversez les ruisseaux, grimpez les pentes raides . . . ou laissez-le suivre sans effort le flot rapide de la circulation routière.

La caisse pick-up aux dimensions pratiques, contient facilement 34.5 pieds cubes de marchandises ou de bagages. Le Scout peut recevoir un chasse-neige, un treuil ou d'autres accessoires et s'adapter ainsi à une grande variété de besognes. Son moteur de camion, à 4 cylindres, développant 93.4 CV, a de la puissance à revendre. La cabine, complètement fermée, loge trois personnes très confortablement. Ressorts et amortisseurs se chargent d'absorber les cahots et d'aplanir les aspérités du terrain. Sa direction d'une extrême sensibilité et son court empattement de 100 pouces font du Scout un véhicule particulièrement *agréable* à conduire.

Le nouveau Scout est fabriqué au Canada, aux usines International de Chatham, Ontario. Dans tout le pays, 800 concessionnaires de camions International en assurent la vente et l'entretien.

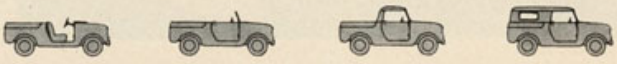
•

INTERNATIONAL HARVESTER COMPANY OF CANADA, LIMITED, HAMILTON, ONTARIO

•

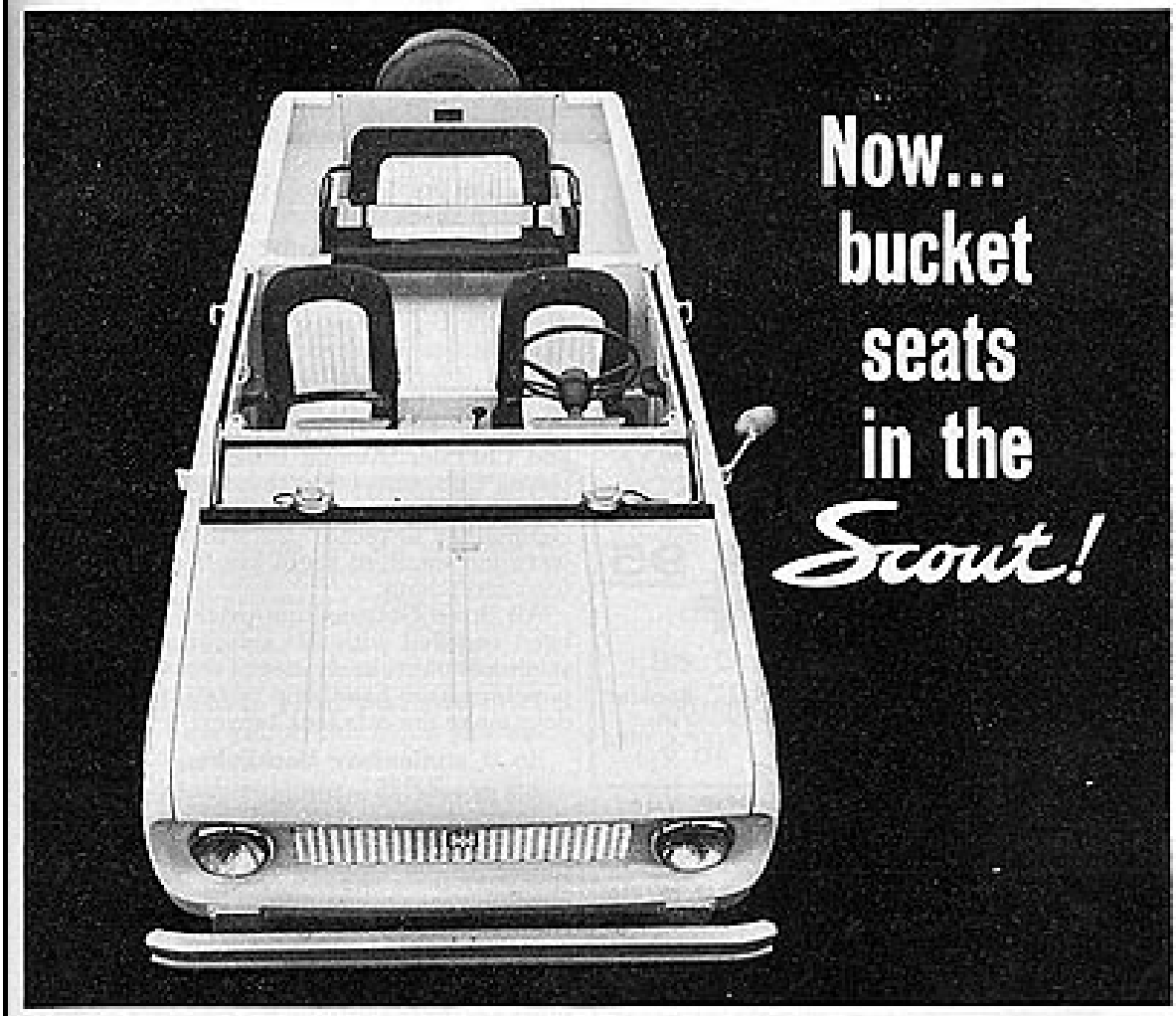
Camions • Tracteurs à Chenilles • Matériel Industriel et de Construction • Tracteurs et Matériel Agricoles

Transformable en 4 versions



40-615F

1962 International Scout



Yes, bucket seat comfort in the SCOUT by INTERNATIONAL, along with easy-access 2-passenger rear seat. This "4-person" roominess is the latest in a long list of SCOUT surprises . . . features that make it the most complete action vehicle you can buy today!

The compact SCOUT goes almost anywhere . . . on the road or off. Its rugged truck-built frame has plenty of ground clearance. 4-cyl. 93 hp. COMANCHE® engine supplies hustle when you want it, muscle when you need it. All-wheel-drive traction keeps the SCOUT rolling up hills, through woods, over trails.

It's a real fun-driving vehicle, especially for hunting, fishing or camping. Load all your equipment in the 78½ cu. ft. of space fully-enclosed by TRAVEL-TOP. Six steel or vinyl-coated tops to choose from. And use your SCOUT with trailer-hitch, winch, 3-point rear-mounted hitch, snow plow. Find out more about it—mail coupon now.

THE *Scout*® by INTERNATIONAL®

Please send me full-color literature with complete information on the SCOUT.

International Harvester Company
Department PM, P. O. Box 7333
Chicago 80, Illinois

Name_____

Address_____

City_____ State_____

Check your truck's heavy winter wear here...

It's been a wearing winter—

Maybe a spring leaf snapped during that severe cold snap. That could cause excessive tire wear, even misalignment of axles.

Or take ice ruts. Your truck had to, all winter. Front-end parts may be sprung—that's bad for steering. Brakes may be worn—that's bad for stopping.

But . . . International's specialized spring service is *good* for what ails trucks.

It's been hard under the hood—

What winter weather took out of your engine, we can put back in!

New get-up-and-go, new life, new power! We change oil, inspect, clean, adjust or replace spark plugs, distributor, regulator, carburetor, valves, battery cables, and wiring.

All work is done by skilled International factory-trained mechanics, using special tools and equipment.

It's been a tough grind. Here, there and—

Everywhere a truck needs lubrication, it needs lubrication now. So International service experts cover all chassis points, transmission, universal joints, differential, steering gear, wheel bearings, and any other spot that's too dry for its own good.

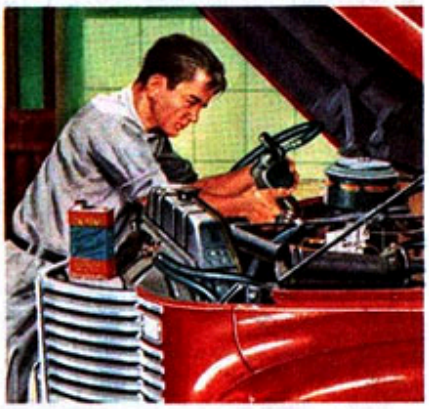
And believe us, International service experts know exactly where to look for that, and exactly what to do about it!

It's overhauling time—for trucks that have been hauling overtime—

We've covered a lot of territory here, because your trucks have covered a lot of territory during the winter. If they don't need servicing now, it's a miracle!

4,700 International Dealers, and 170 Company-owned Branches and Service Stations offer you the nation's largest exclusive truck service organization. They're ready with specialized tools and service experience, ready with precision-engineered parts, ready with factory-rebuilt exchange units . . . ready to keep your trucks rolling profitably into spring and summer.

Have your trucks serviced *now* and save money and trouble later!



It's time to get winter out of your systems—

We'll take your cooling system first. We'll drain and flush the entire system; refill, adding rust inhibitor, check water pump and cooling connections, check gaskets, hoses, connections and thermostat.

We'll take your electrical system next . . . service it completely.

That's how International service puts more spring in your truck's systems!

Other International Harvester Products
Farmall Tractors and Machines
Industrial Power . . . Refrigeration

Tune in James Melton and "Harvest of Stars" CBS, Wednesday evenings

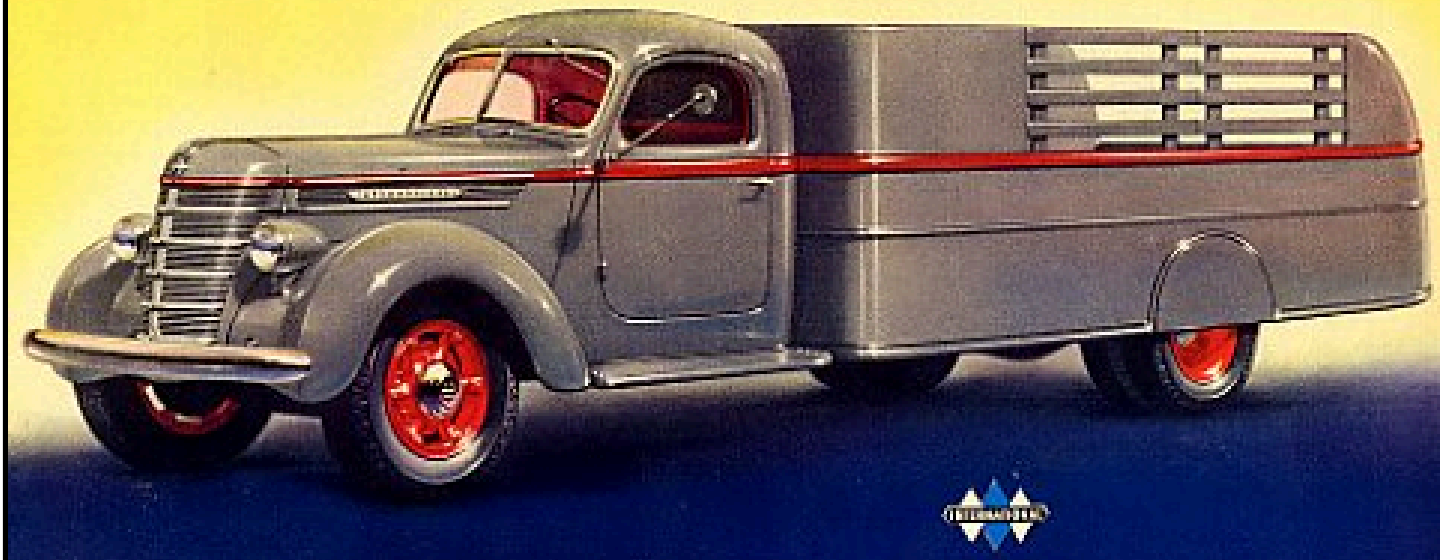
INTERNATIONAL

INTERNATIONAL TRUCKS

INTERNATIONAL HARVESTER COMPANY · CHICAGO

OUTSTANDING *Style*

. . . but you get a lot more than style for your money in these 1½-ton Internationals



THIS picture of the 1½-ton Model D-30 doesn't half do justice to the truck. It gives you a good idea of the modern streamlined beauty of International Trucks, but it doesn't tell you a thing about the amazing economy of the trucks on your job. Drivers and owners can tell you about that.

It takes more than just style to deliver International performance. A new line is not just a matter of the calendar with International Harvester. Constant improvements in engineering and construction *make* and *keep* International Trucks the standard for the industry.

The constant aim of this company is to give you *hauling value—to make economical performance your lasting source of satisfaction.* HAULING VALUE—plus distinctive beauty of design that is recognized and admired wherever loads are hauled.

In the popular Model D-30, as in every International Truck from the sturdy ½-ton pick-ups to the powerful six-wheelers, you get *International* performance. And that's the finest thing that can be said of anything on wheels. International Trucks are rugged, *all-truck* trucks, all the way through. They're made for tough jobs and rough handling, and they're built to take it.

And throughout your years of International ownership, the network of Harvester's Company-owned truck-service organization is ready to service your truck at all times.

Talk over your hauling problems with any International dealer or Company-owned branch. Arrange for a demonstration.

INTERNATIONAL HARVESTER COMPANY
180 North Michigan Ave. (INCORPORATED) Chicago, Illinois

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INTERNATIONAL TRUCKS

You Can't Beat BOTTLED BEVERAGES

and Bottlers say

You Can't Beat International Trucks

Outstanding popular stock for bottlers is the International Cab-Over-Engine Model D-300 with its ideal ½-ton load distribution. Unusual maneuverability saves time between stops in city hauling. The comfortable cab provides easy riding, wide-angle vision and maximum safety for driver, truck and load.

IT'S a grand old American custom to slake your thirst with a delicious, sparkling bottled beverage. The cost is small and the satisfaction great.

Only an immense industry operated at the peak of efficiency could make it possible for you to take your choice of hundreds of long, refreshing drinks at only a nickel apiece.

Over 7,800 independent bottling companies distribute 21 billion bottles a year through half a million outlets, making the retail volume just about an even *billion* dollars annually!

Transportation is a factor of the most vital importance in the bottling business. Bottlers themselves will tell you that flavor sells their products *but their profits depend on their trucks.*

That's why so many bottlers standardize on International Trucks!

For any business, Internationals offer a complete range of sizes, from ½-ton light-delivery to powerful six-wheelers. Each model is engineered to do its job at the lowest possible cost per ton or per mile. The International dealer or Company-owned branch nearest you will demonstrate International performance and economy any time you say.

INTERNATIONAL HARVESTER COMPANY
180 North Michigan Avenue Chicago, Illinois

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INTERNATIONAL TRUCKS

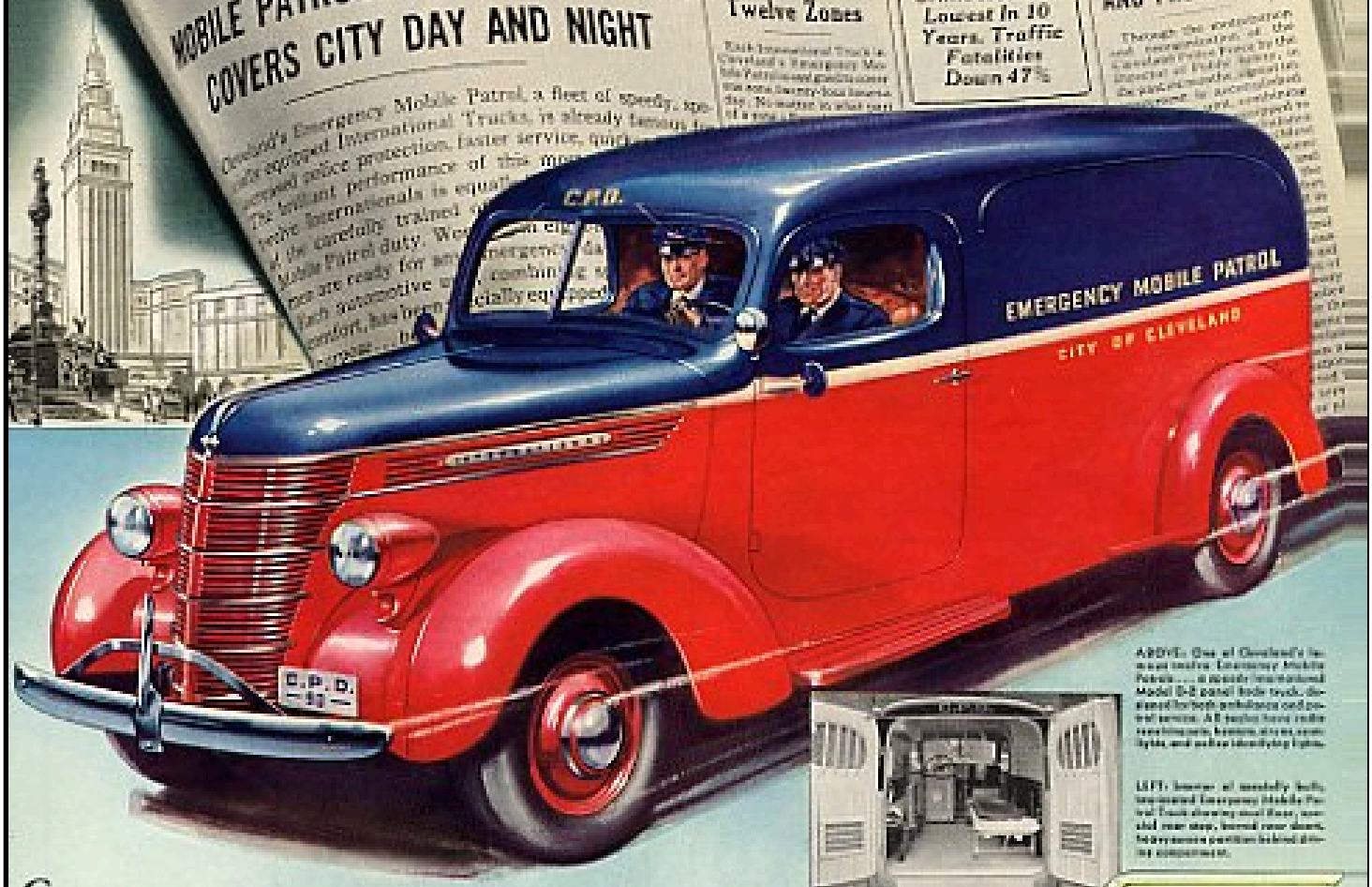
CLEVELAND POLICE ★★ MOTORIZED

MOBILE PATROL OF INTERNATIONALS COVERS CITY DAY AND NIGHT

City Divided Into Twelve Zones

Crime Records Lowest In 10 Years. Traffic Fatalities Down 47%

GREATER SAFETY AND PROTECTION



ABOVE: One of Cleveland's twelve Emergency Mobile Patrols . . . a speedy International Model D-2 panel body truck, designed for both ambulance and patrol service. All twelve have radio receiving sets, headlight spots, sirens, red lights, and police identification lights.

LEFT: Interior of specially built, International Emergency Mobile Patrol Truck showing stool floor, second rear step, louvred rear doors, and screen partition behind driving compartment.

ABOVE: Each unit is a complete ambulance with first aid kit, inhalator, splints, stretcher, and all other accessories required for emergency patrol work.

CLEVELAND is prouder than ever of its Police Force which is now entirely motorized with the exception of the traffic detail.

The city's Emergency Mobile Patrol is making history by helping daily in the reduction of crime and traffic fatalities. The entire nation is focusing its attention on this masterly stroke of police-pioneering.

Twelve motor units, fully equipped for double-duty service as ambulances and patrols, are manned by officers all of whom have hospital and first-aid training. Many of them are college graduates. The proved results in greater safety and service of this innovation in patrol work are spectacular.

All twelve of these new Cleveland Police Patrols are International Model D-2 panel body trucks. And the performance of these Internationals is thoroughly in keeping with the reputation Internationals have established for economy, durability and dependability in every line of work.

That kind of performance and that reputation explain why International Harvester sells more heavy-duty trucks, 2-ton and up, than any other three truck manufacturers combined.

What does your business require in truck service or hauling? Whether you're a grocer or a farmer, a baker or a builder, there's an International designed for your special needs. The International Dealer or Branch nearest you is ready at any time to demonstrate International top performance, rock-bottom economy, and brilliant appearance.

INTERNATIONAL HARVESTER COMPANY
180 North Michigan Avenue Chicago, Illinois

INTERNATIONAL TRUCKS

You can buy INTERNATIONAL TRUCKS *on Convenient Terms*

The new 2-Ton International Model D-40 with utility stake body

Long, long before the very birth of the automotive industry the men who laid the foundation of *International Harvester* were selling millions of dollars worth of equipment annually, on "time." *Trucks* came into the picture many years later.

In the past 30 years tens of thousands of men have been helped to ownership of International Trucks by International Harvester's extension of credit.

Pay CASH on delivery for your trucks when you can, and save *all* financing charges, but when cash must be conserved see what International's practical time-payment plan can offer you. Let International Trucks earn their way as you pay.

INTERNATIONAL HARVESTER COMPANY
180 North Michigan Ave. Chicago, Illinois

One of the International Pick-up Trucks. These light-duty pick-up trucks consist of the ½-ton Model D-2 in two wheelbase lengths, 115 and 125 inches, and the ½-ton 1-ton Model D-15, wheelbase 150 inches.

There are International Trucks for every hauling need from ½-ton light delivery up to powerful six-wheelers. International dealers and Company-owned branches are at your service.

INTERNATIONAL TRUCKS

INTERNATIONAL®

1200 D

Vehicle illustrated may include Optional Equipment and does not necessarily include all standard equipment.

RATINGS

MAXIMUM GROSS VEHICLE WEIGHTS:*

Standard	6,100 lbs.
With Heavy-Duty front and rear springs on 115″, 119″ and 131″ W.B.	7,500 lbs.
With Heavy-Duty rear springs on 149″ and 164″ W.B.	7,500 lbs.

*Requires tires of adequate capacity.

STANDARD EQUIPMENT

AXLE, FRONT
FA-12 3,000-lb capacity
Heat-treated forged-steel I beam

AXLE, REAR
RA-16 5,500-lb capacity
Hypoid single reduction
Full floating, induction hardened axle shaft
Ratios: 3.54, 3.73, 4.10, 4.56 to 1

BRAKES, PARKING
Mechanical control of rear service brakes
Foot pedal applied, finger lever released
Total lining area: 122.7 sq. inches

BRAKES, SERVICE
Self-adjusting hydraulic, dual operation with warning light
Single cylinder, single-piston front
Single-cylinder, double-piston rear
Size: 12 x 2½″ front, 12 x 2½″ rear
Total lining area: 245.5 sq. inches

CAB
Choice of interior colors: green, red, blue or black
All steel, with safety glass windows and sweep-around windshield
Door locks both sides with safety latches
Non-glare padded instrument panel with ammeter, fuel, water temperature and oil pressure gauges
Full width adjustable seat, with Torflex spring construction, vinyl upholstery and polyurethane foam cushion
Acoustical roof headliner

CAB (Continued)
Rubber floormat with sound deadening insulation
Fresh air heater and defroster
Dual padded sun visors
Dual arm rests
Ash tray; hand choke
Two-speed non-glare electric windshield wipers and electric washers
Seat belts; shoulder harness anchors
Chrome door-mounted and inside rear view mirrors

CLUTCH
11-inch diaphragm type

COOLING SYSTEM
17 quart system capacity
Radiator frontal area: 546 sq. inches
Permanent type anti-freeze —20°F

ELECTRICAL SYSTEM
12-volt 37-amp alternator
50 amp-hr, 54-plate battery
Fuse panel in glove compartment
Dual stop and tail lights; back-up lights
Dome light; single electric horn
Directional signals: front in parking lights, rear in stop lights
Traffic hazard switch
Front side reflectors

ENGINE
International V-266 gasoline V8
Gross BHP: 154.8 @ 4400 rpm
Gross torque: 227.1 lb-ft @ 2,800 rpm
266 cu. in. displmt.; 8.4 to 1 compr. ratio
Dry type air cleaner; full-flow oil filter
Aluminized muffler and short tailpipe

FINISH
Chassis: black; bumper: white
Hood, cab, fenders and wheels: choice of any standard IH color

FRAME
Pressed steel channel main rails:
115″ — 149″ W.B.: 7 x 3 x 0.179″; 4.81 section modulus
164″ W.B.: 7 1/16 x 3 1/32 x 0.209″; 5.65 section modulus
Formed-channel front bumper
Underslung tire carrier

FUEL TANK
16-gallon, mounted under cab

STEERING
S-55 gear, with 17-inch steering wheel and energy absorbing anti-penetration column

SUSPENSION
Semi-elliptic leaf springs
Front: 2,600-lb capacity (115″, 119″, 131″ W.B.)
3,100-lb capacity (149″, 164″ W.B.)
Rear: 3,500-lb capacity
Front and rear shock absorbers

TRANSMISSION
T-24 three-speed fully synchronized
Gear shift lever on steering column
Ratios: 3.06, 1.50, 1.00; rev. 3.39

WHEELS AND TIRES
Single front and rear with spare rim
8.00 x 16.5 6-PR truck type tires
8-stud disc wheels, with 6.00 rims
6½″ bolt circles

OPTIONAL EQUIPMENT

AXLE, REAR
RA-17 5,500-lb capacity single reduction, with Powr-Lok limited slip differential
Ratios: 3.54, 3.73, 4.10, 4.56

BODIES
6½ ft. and 8 ft. regular or Bonus Load pickup bodies with rear side reflectors and inside body tire carrier
Travelall® body, with four side doors, rear tailgate with roll-down rear window, white rear bumper, inner body tire carrier; rear side reflectors, dual, chrome, door-mounted mirrors, 21-gallon fuel tank and long tailpipe
Optional: Full width fold down center seat, removable rear seat, panel-type rear doors
Panel body with four side doors, double rear doors, driver's individual bucket seat, white rear bumper, rear side reflectors, 21-gallon fuel tank, inside body tire carrier and long tailpipe
8-ft. stake body with reflectors, clearance, identification and marker lights

BRAKES, SERVICE
Vacuum power assist system

CAB
Interior trim package
Front bucket seats with console
Nylon carpeting

CAB (Continued)
Sliding rear window
Exterior trim package
4-door 6-passenger Travelette cab
Full width or passenger seat, for panel body
Super-capacity heater-defroster
Air conditioner
Chrome door-mounted passenger side mirror
Truck type outside mirrors
Tinted glass
Glove compartment lock
Camper package
Outside trim moulding
Simulated black vinyl top
Undercoating

OPTIONAL EQUIPMENT (Continued)

CLUTCH
11-inch angle link
Heavy-duty 11-inch diaphragm type

COOLING SYSTEM
Increased capacity system

ELECTRICAL SYSTEM
52 or 61-amp alternator
60 or 70 amp-hr battery
Dual electric horns; radio
Cigar lighter
Five front clearance and identification lights
Double face fender-mounted directional signals
Multiple electric connector

ENGINE
V-304 gasoline V8
V-345 gasoline V8
V-392 gasoline V8

ENGINE (Continued)
V-304 LPG V8
Hand throttle control
Automatic choke
Exhaust emission
Modulated fan
Heavy-duty air cleaner element
Air cleaner with modulated air temperature control

FRAME
Underslung tire carrier for pickup and panel bodies
Left side mounted outside tire carrier with regular pickup body
Spare tire lock
Chrome front or rear bumper
White rear bumper
Trailer hitch
Rear step bumper with trailer hitch

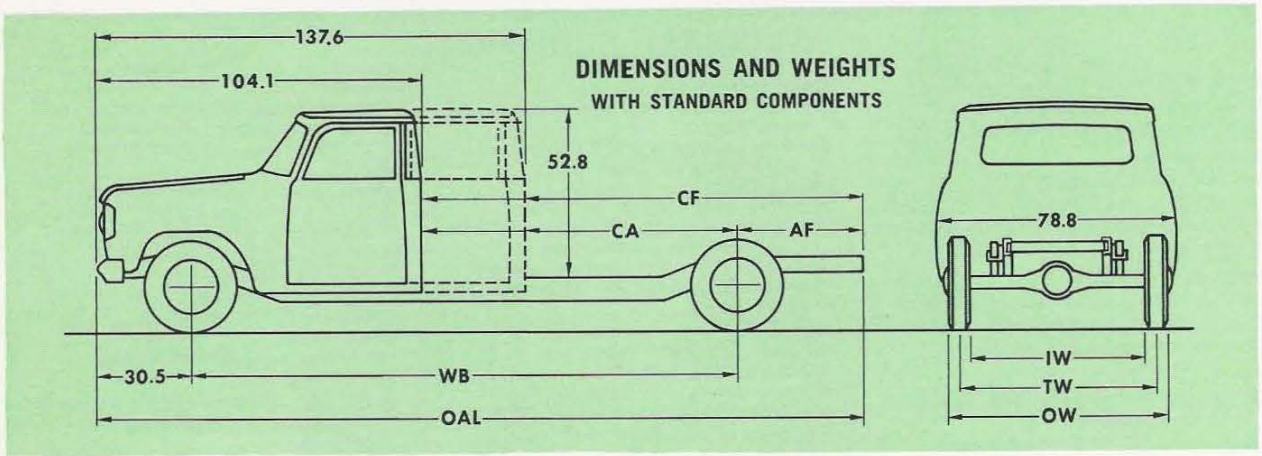
FUEL TANK
Auxiliary 16-gallon tank under left side with dash-mounted tank selector
15-gallon under cab, in lieu of standard

STEERING
Hydraulic power assist system

SUSPENSION
Heavy-duty front springs
Heavy-duty rear springs
Auxiliary rear springs
Heavy-duty front or rear shock absorbers
Rear sway bar
Level-aire ride (119" WB only)

TRANSMISSION
T-7 HD three-speed with floor-mounted control lever
T-34 5-speed, synchromesh, overdrive
T-36 5-speed, synchromesh, direct
T-418 HD four-speed, with floor-mounted control lever
T-445 four-speed synchromesh
Three-speed automatic with oil cooler

WHEELS AND TIRES
Optional tires sizes as shown below
Bright finish hub caps, front and rear



DIMENSIONS with 8.00 x 16.5 TIRES

Overall Width: 77.6" at front fenders	Ground Clearance: 8.4" at front axle	Frame Height at Rear Axle: empty
Overall Height: 69.0" at top of cab	7.3" at rear axle	24.2" loaded

CHASSIS DIMENSIONS and WEIGHTS

	CHASSIS WEIGHTS, LBS.*			DIMENSIONS				TURNING RADIUS	
WB	Front	Rear	Total	CA	CF	AF	OAL	To Centerline of Tire	With Bumper Clearance
115"	2,290	1,120	3,410	41.9"	79.6"	37.7"	183.7"	19'9"	21'1"
119"	2,290	1,125	3,415					20'4"	21'8"
131"	2,305	1,125	3,430	57.4"	97.6"	40.2"	201.7"	22'2"	23'6"
149"	2,320	1,125	3,445	75.4"	113.1"	37.7"	217.2"	24'10"	26'2"
149**	2,480	1,370	3,850	41.9"	79.6"	37.7"	217.2"	24'10"	26'2"
164**	2,560	1,390	3,950	57.4"	97.6"	40.2"	235.2"	27'2"	28'6"

**Chassis and cab with standard equipment, oil, fuel and water. **With Travelette Cab.*

TIRE DIMENSIONS

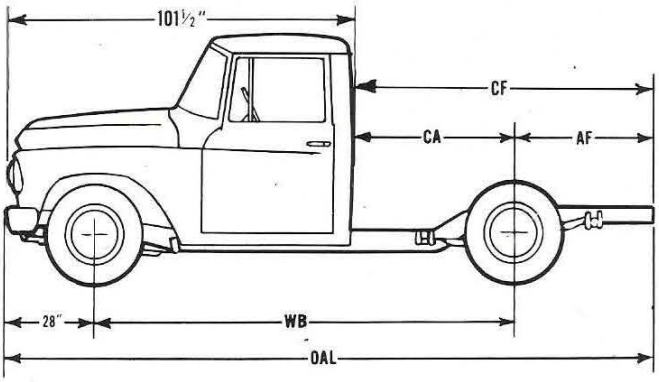
	TUBELESS			TIRES AND TUBES	
Tire Size	8.00 x 16.5	8.75 x 16.5	9.50 x 16.5	7.00 x 16	7.50 x 16
Rim Size	6.00	6.75	6.75	5.50F	5.50F
Outside width OW	71.4"	72.2"	73.0"	71.3"	71.7"
Tread width TW	63.0"	63.0"	63.0"	63.0"	63.0"
Inside width IW	54.6"	53.8"	53.0"	54.7"	54.2"
Chain clearance					
Front Tread	63.6"	63.6"	63.6"	63.6"	63.6"

In order that product improvements may be introduced at any time, specifications are subject to change without notice.

INTERNATIONAL HARVESTER COMPANY • 401 NORTH MICHIGAN AVE. • CHICAGO, ILLINOIS 60611
CT-400-G. AD-4237-W9. 6-2. ORDER AD SPEC. SHEETS ON AD-4130. Litho in United States of America

INTERNATIONAL®
C-130 SERIES
MAXIMUM GVW, 8,800 LB.

MODEL	GVW RATING
C-130	7,000 lb.
C-132	8,800 lb.



CHASSIS DIMENSIONS

Wheelbase (WB)	122	131	134	140 *
Overall length with front bumper (OAL)	186.8	204.8	204.8	208.3
Back of cab to c/l of rear axle (CA)	49.0	57.5	60.5	33.5
C/l of rear axle to end of frame (AF)	36.3	45.8	42.8	39.8
Back of cab to end of frame (CF)	85.3	103.3	103.3	71.5
Turning radius (in feet)	22	23¼	23¾	24¾
Weight with cab, fuel, oil, water, standard Model C-130, approx. (lbs.)	3630	3655	3666	4114*

*Travelette only.

Dimensions are given in inches. The following are the same for all wheelbases, based on use of 8—17.5 tires:

Tread: Front wheels, 61.2; rear, 57.9.

Road Clearance: Front, 7.4; rear, 7.3.

Overall Width: Front, 78; rear, 67.6.

Maximum Height to top of frame from ground, at rear axle, loaded: 25.5.

STANDARD SPECIFICATIONS

Axle, Front: Rated capacity, 3,100 lb. Drop-center, I-beam, heat-treated, steel drop forging. Steering knuckles of drop-forged, heat-treated, chrome-molybdenum steel.

Axle, Rear: Rated capacity, 6,000 lb. Full-floating, single reduction, hypoid type. Hotchkiss type final drive. Induction-hardened axle shafts. Differential and wheel bearings are tapered rollers. Pinion is straddle-mounted, supported on roller bearings. Reduction, 4.3, 4.88, 5.57 or 6.16 to 1.

Brake, Hand: Pedal applied, finger released, rear wheel internal-expanding type; effective lining area, 123.2 sq. in.

Brakes, Service: Hydraulic, one-way Servo front, duo Servo rear. Effective lining area, 203.9 sq. in.

Cab: All-steel with Sweep-Around windshield, side, rear and stainless steel-edged adjustable-tension Silent-Vent wing windows, all of safety glass. Adjustable full-width seat with nylon covered foam rubber seat cushion and cotton padded back cushion. Instrument panel with direct-reading gauges; chrome-plated control knobs. Safety type door latches; door locks both sides. Full-width floor with insulated mat. Vinyl-coated insulated headliner. Metal door trim panels. Dual two-speed electric windshield wipers. Inside overhead rear-view mirror. Left side sun visor. Ash tray. Map compartment.

Clutch: Hydraulic, 11-in. diameter, 9-spring, single plate, cushion dry disc, with coil spring vibration damper. Facing area, 123.7 sq. in.

Cooling System: Centrifugal pump, balanced circulation with permanent by-pass for fast, even warm-up. V-belt drive. Fin-and-tube radiator. Large capsule type thermostat. Total capacity, 15 qt.

Electrical System: 12-volt. Pressure-centrifugal control type distributor. 50-amp.-hr. capacity battery. Ignition key solenoid-actuated, positive engagement drive starting motor. 30-amp. generator. Dual sealed-beam headlights. Nine-circuit fuse panel on firewall for wiring without circuit breakers.

Engine: INTERNATIONAL V-266, Y-block, short-stroke, low-friction, low-stress, eight-cylinder, gasoline, valve-in-head. Bore, 3⅝ in.; stroke, 3 7/32 in.; displacement, 266 cu. in.; compression ratio, 8.4 to 1. Maximum brake horsepower, 154.8 at 4400 r.p.m.; maximum torque, 227.1 lb.-ft. at 2800 r.p.m. Five steel-backed, replaceable-shell, precision type main bearings. Five camshaft

bearings. Nine rocker arm shaft supports. Slo-roto exhaust valves faced with heat-resistant alloy. Exhaust valve seat inserts. Hydraulic tappets. Water-jacketed intake manifold. Balanced assembly of crankshaft, flywheel and front pulley.

Equipment, Standard: Front bumper. Combination tail and stop light. Parking lights. Horn. Spare wheel. Bumper jack.

Finish: Frame and wheels, black. Hood, cab and fenders painted in your choice of attractive solid standard colors. Anodized aluminum grille.

Frame: Pressed steel channel, 7 x 3 x 3/16 in.

Fuel System: Horizontal diaphragm, mechanical fuel pump driven from camshaft. Fuel filter. Downdraft carburetor. Large capacity, high efficiency, oil bath air cleaner. Fuel tank, 19-gal., right side, under cab.

Lubrication System: Full pressure feed to all main, connecting rod and camshaft bearings. Deep sump oil pan. External gear type oil pump; wire mesh floating oil strainer. Full-flow oil filter. Oil capacity (refill), 6 qt.

Propeller Shaft: Large-diameter, heavy-gauge steel tubing, dynamically balanced. Needle bearing, anti-friction universal joints.

Springs: Semi-elliptic. Front, 46 x 2½ in. Rear, 52 x 2½ in. Shock absorbers, direct acting, front.

Steering: Semi-reversible, dual ratio, cam and roller-mounted twin lever gear. Four-spoke, 17-in. diameter, safety type steering wheel.

Tires: Front and single rear, tubeless, 8-17.5 TT, 6-ply. Tire carrier.

Transmission: Heavy-duty synchromesh type, three speeds forward, one reverse, conventional floor shift lever, improved shift mechanism. Reductions — low, 3.714 to 1; second, 1.871 to 1; high, direct; reverse, 4.588 to 1.

Wheels: Disc type, with 5.25 rims.

OPTIONAL EQUIPMENT AT ADJUSTED COST

Air Conditioner: Efficient, quiet, low-humidity unit with dual adjustable-position nozzles.

Brakes: Hydrovac power brake system.

Bodies: Pickup body, 8½-ft. inside length, Standard or flush-side Bonus-Load . . . Stake or platform, 8 or 9-ft. . . . Service-Utility, 89 or 100-in., with or without fully-enclosed cargo area . . . Dual rear fenders for Standard 8½-ft. pickup.

Cab: TRAVELETTE®. Four-door, six-passenger, with two full-width seats, increased rear-seat area. Available with 6-ft. Bonus-Load pickup body or 82.5-in. Service-Utility body.

Cab or Body Equipment: Tinted glass. Special rear-view mirrors. Arm rests. Right side sun visor. Cigar lighter. Dome light. Glove compartment lock.

Chassis Equipment: Chrome front bumper. Black rear bumper. Chrome front hub caps.

Clutch: 10-in. diameter (for BD engine). 12-in. diameter, 12-spring (for V-8 engine).

Electrical System: 60 or 70-amp.-hr. battery. 50-amp. heavy-duty generator. 35 or 50-amp. charge-at-idle generator. 60-amp. AC-DC alternator. Dual stop and tail lights. Dual electric horns. Front corner and marker lights. Directional signals, Class A, front and rear; hazard switch.

Engine: INTERNATIONAL BD-240, I-block, high-torque, six-cylinder, gasoline, valve-in-head. Bore, 3⅞ in.; stroke, 4.018 in.; displacement, 240 cu. in. Maximum brake horsepower, 140.8 at 3800 r.p.m.; maximum torque, 223.5 lb.-ft. at 2000 r.p.m.

Engine: INTERNATIONAL V-304, Y-block, short-stroke, low-friction, low-stress, eight-cylinder, gasoline, valve-in-head. Bore, 3⅞ in.; stroke, 3⅞ in.; displacement, 304 cu. in. Maximum brake horsepower, 193.1 at 4400 r.p.m.; maximum torque, 272.5 lb.-ft. at 2800 r.p.m.

Engine Equipment: High altitude equipment . . . Increased capacity cooling . . . Governor for BD-240 . . . Hand throttle control . . . Positive crankcase ventilator . . . Heavy-duty air cleaner . . . LPG fuel system equipment, without fuel tanks, for BD-240.

Heater and Defroster: Recirculating and fresh air type . . . Super capacity unit.

Power Steering: Cylinder, valve, reservoir and pump.

Radio: Semi-transistor, center-mounted on instrument panel, with outside aerial.

Snow Plow: 7 or 8-ft. blade.

Springs: Front, heavy-duty. Rear, heavy-duty; leaf type auxiliaries; shock absorbers.

Tires: Tubeless or tubed, alternate sizes. Dual rear. Special treads. Underslung bar type tire carrier. Tire lock.

Transmission: Four-speed synchromesh. Reductions — low, 6.398 to 1; second, 3.092 to 1; third, 1.686 to 1; high, direct; reverse, 7.82 to 1.

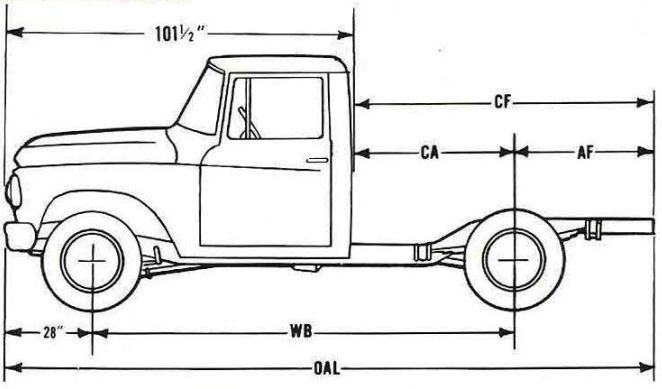
Transmission, Automatic: Torque converter type. Three speeds forward, one reverse. Gear drive range selector mounted on steering column has Park, Reverse, Neutral, Drive², Drive¹, and Low positions. Eliminates need for clutch and pedal . . . Oil cooling unit.

Specifications subject to change without notice.

INTERNATIONAL HARVESTER COMPANY
180 NORTH MICHIGAN AVE. • CHICAGO 1, ILLINOIS

CR-318-L. 12-20-K. LITHOGRAPHED IN UNITED STATES OF AMERICA

INTERNATIONAL®
C-120 (4x4) SERIES
MAXIMUM GVW, 7,000 LB.



CHASSIS DIMENSIONS

Wheelbase (WB)	115	119	122	131	134	140 *
Overall length w/bumper (OAL)	186.8	186.8	186.8	204.8	204.8	208.3
Back of cab to c/l, rear axle (CA)	42.0	45.5	49.0	57.5	61.0	33.5
C/l rear axle, end of frame (AF)	43.3	39.8	36.3	45.8	42.3	39.8
Back of cab to end of frame (CF)	85.3	85.3	85.3	103.3	103.3	71.5
Turning radius (in feet)	24½	25¼	25¾	27¼	27¾	29
Weight with cab, fuel, oil, water, standard equip., approx. (lb.)	3811	3815	3821	3939	3944	4387

*Travelette only.

Dimensions are given in inches. The following are the same for all wheelbases, based on use of 7–17.5 tires:

Tread: Front wheels, 63.5; rear, 63.

Road Clearance: Front, 9.2; rear, 8.3.

Overall Width: Front, 78; rear, 70.3.

Maximum Height to top of frame from ground, at rear axle, loaded; 27.7.

STANDARD SPECIFICATIONS

Axle, Front: Rated capacity, 2,800 lb. Single reduction, hypoid type. Fore and aft steering hook-up. Tapered roller differential bearings. Overhung pinion. Reduction, 4.1 or 4.77 to 1.

Axle, Rear: Rated capacity, 4,500 lb. Full-floating, single reduction, hypoid type. Hotchkiss type final drive. Induction-hardened axle shafts. Differential and wheel bearings are tapered rollers. Pinion is straddle-mounted, supported on roller bearings. Reduction, 4.1 or 4.77 to 1.

Brake, Hand: Pedal applied, finger released, rear wheel internal-expanding type; effective lining area, 92.2 in.

Brakes, Service: Hydraulic, one-way Servo front, duo Servo rear. Effective lining area, 172.9 sq. in.

Cab: All-steel with Sweep-Around windshield, side, rear and stainless steel-edged adjustable-tension Silent-Vent wing windows, all of safety glass. Adjustable full-width seat with nylon covered foam rubber seat cushion and cotton padded back cushion. Instrument panel with direct-reading gauges; chrome-plated control knobs. Safety type door latches; door locks both sides. Full-width floor with insulated mat. Vinyl-coated insulated headliner. Metal door trim panels. Dual two-speed electric windshield wipers. Inside overhead rear-view mirror. Left side sun visor. Ash tray. Map compartment.

Clutch: Hydraulic, 11-in. diameter, 9-spring, single plate, cushion dry disc, with coil spring vibration damper. Facing area, 123.7 sq. in.

Cooling System: Centrifugal pump, balanced circulation with permanent by-pass for fast, even warm-up. V-belt drive. Fin-and-tube radiator. Large capsule type thermostat. Total capacity, 15 qt.

Electrical System: 12-volt. Pressure-centrifugal control type distributor. 50-amp.-hr. capacity battery. Ignition key solenoid-actuated, positive engagement drive starting motor. 30-amp. generator. Dual sealed-beam headlights. Nine-circuit fuse panel on firewall for wiring without circuit breakers.

Engine: INTERNATIONAL V-266, Y-block, short-stroke, low-friction, low-stress, eight-cylinder, gasoline, valve-in-head. Bore, 3⅝ in.; stroke, 3$\frac{7}{32}$ in.; displacement, 266 cu. in.; compression ratio, 8.4 to 1. Maximum brake horsepower, 154.8 at 4400 r.p.m.; maximum torque, 227.1 lb.-ft. at 2800 r.p.m. Five steel-backed, replaceable-shell, precision type main bearings. Five camshaft bearings. Nine rocker arm shaft supports. Slo-roto exhaust valves faced with heat-resistant alloy. Exhaust valve seat inserts. Hydraulic tappets. Water-jacketed

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INTERNATIONAL TRUCKS—World's Most Complete Line!

intake manifold. Balanced assembly of crankshaft, flywheel and front pulley.

Equipment, Standard: Front bumper. Combination tail and stop light. Parking lights. Horn. Spare wheel.

Finish: Frame and wheels, black. Hood, cab and fenders painted in your choice of attractive solid standard colors. Anodized aluminum grille.

Frame: Pressed steel channel, 7 x 3 x 3/16 in.

Fuel System: Horizontal diaphragm, mechanical fuel pump driven from camshaft. Fuel filter. Downdraft carburetor. Large capacity, high efficiency, oil bath air cleaner. Fuel tank, 19-gal., right side, under cab.

Lubrication System: Full pressure feed to all main, connecting rod and camshaft bearings. Deep sump oil pan. External gear type oil pump; wire mesh floating oil strainer. Full-flow oil filter. Oil capacity (refill), 6 qt.

Propeller Shaft: Large-diameter, heavy-gauge steel tubing, dynamically balanced. Needle bearing, anti-friction universal joints.

Springs: Semi-elliptic. Front, 42 x 2½ in. Rear, 52 x 2½ in. Shock absorbers, direct acting, front and rear.

Steering: Semi-reversible, dual ratio, cam and roller-mounted twin lever gear. Four-spoke, 17-in. diameter, safety type steering wheel.

Tires: Front and single rear, tubeless, 7–17.5 TT, 6-ply. Tire carrier.

Transfer Case: Declutching type. Single control lever, four-position shifting — low range four-wheel drive, 1.96 to 1 reduction; neutral; high range four-wheel drive, direct; high range two-wheel drive, front wheels disengaged. Provision for mounting full torque power take-off at rear of input shaft.

Transmission: Synchromesh type, three speeds forward, one reverse. Remote control shift lever on steering post. Reductions — low, 3.039 to 1; second, 1.641 to 1; third, direct; reverse, 3.682 to 1.

Wheels: Disc type, 5.25 rims.

OPTIONAL EQUIPMENT AT ADJUSTED COST

Air Conditioner: Efficient, quiet, low-humidity unit with dual adjustable-position nozzles.

Axle, Rear: Special with Powr-Lok differential, assures power flow to non-spinning wheel in mud, sand or on ice.

Bodies: TRAVELALL® station wagon, 4 side doors, for 3 to 9 passengers. Standard body with single full-width seat, panel type rear doors. Custom body with second full-width intermediate fold-down seat, tail gate with electrically-controlled roll-down window, deluxe trim features. Third full-width rear seat available for both bodies. Intermediate seat and tail gate also optional for Standard body . . . Pickup body, 7 or 8½-ft. inside length, Standard or flush-side Bonus-Load . . . Stake or platform, 8 or 9-ft. . . . Service-Utility, 79, 89 or 100-in., with or without fully-enclosed cargo area.

Brakes: Hydrovac power brake system.

Cab: TRAVELETTE®. Four-door, six-passenger, with two full-width seats, increased rear-seat area. Available with 6-ft. Bonus-Load pickup body or 82.5-in. Service-Utility body.

Cab or Body Equipment: Tinted glass. Special rear-view mirrors. Arm rests. Right side sun visor. Cigar lighter. Dome light. Glove compartment lock. Special paint color.

Chassis Equipment: Chrome front bumper. Black rear bumper. Chrome hub caps.

Clutch: 10-in. diameter (for BD engine). 12-in. diameter, 12-spring (for V-8 engine).

Electrical System: 60 or 70-amp.-hr. battery, 50-amp. heavy-duty generator. 35 or 50-amp. charge-at-idle generator. 60-amp. AC-DC alternator. Dual stop and tail lights. Dual electric horns. Front corner and marker lights. Directional signals, Class A, front and rear; hazard switch.

Engine: INTERNATIONAL BD-240, I-block, high-torque, six-cylinder, gasoline, valve-in-head. Bore, 3⅞ in.; stroke, 4.018 in.; displacement, 240 cu. in. Maximum brake horsepower, 140.8 at 3800 r.p.m.; maximum torque, 223.5 lb.-ft. at 2000 r.p.m.

Engine: INTERNATIONAL V-304, Y-block, short-stroke, low-friction, low-stress, eight-cylinder, gasoline, valve-in-head. Bore, 3⅞ in.; stroke, 3⅞ in.; displacement, 304 cu. in. Maximum brake horsepower, 193.1 at 4400 r.p.m.; maximum torque, 272.5 lb.-ft. at 2800 r.p.m.

Engine Equipment: High altitude equipment . . . Increased capacity cooling . . . Governor for BD-240 . . . Hand throttle control . . . Positive crankcase ventilator . . . Heavy-duty air cleaner . . . LPG fuel system equipment, without fuel tanks, for BD-240.

Heater and Defroster: Recirculating and fresh air type . . . Super capacity unit.

Power Take-Off: Transmission or full-torque transfer case type.

Power Steering: Cylinder, valve, reservoir and pump.

Radio: Semi-transistor, center-mounted on instrument panel, with outside aerial.

Snow Plow: 7 or 8-ft. blade.

Springs: Rear, leaf type auxiliaries.

Tires: Tubeless or tubed, alternate sizes. Special treads. Underslung tubular or bar type tire carrier. Tire lock.

Transmission: Four-speed synchromesh with left side power take-off opening. Reductions—low, 6.398 to 1; second, 3.092 to 1; third, 1.686 to 1; high, direct; reverse, 7.82 to 1.

Winch: Ramsey 200; 150-ft. 5/16-in. cable with hook.

Specifications subject to change without notice.

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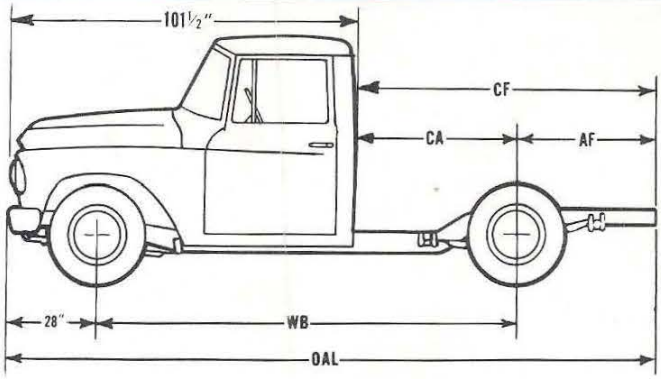
INTERNATIONAL®
C-120 SERIES
MAXIMUM GVW, 7,000 LB.

MODEL	GVW RATING
C-120	5,400 lb.
C-122	7,000 lb.



CHASSIS DIMENSIONS

Wheelbase (WB)	115	119	122	131	140 *
Overall length with bumper (OAL)	186.8	186.8	186.8	204.8	208.3
Back of cab to c/l rear axle (CA)	42.0	45.5	49.0	57.5	33.5
C/l rear axle to end of frame (AF)	43.3	39.8	36.3	45.8	39.8
Back of cab to end of frame (CF)	85.3	85.3	85.3	103.3	71.5
Turning radius, bumper clearance (ft.)	21	21½	22	23¼	24¾
Weight with cab, fuel, oil, water, standard Model C-120, approx. (lb.)	3476	3480	3486	3604	4052

*Travelette only.

Dimensions are given in inches. The following are the same for all wheelbases, based on use of 7—17.5 tires.

Tread: Front wheels, 62.8; rear, 63.

Road Clearance: Front, 7.3; rear, 8.3.

Overall Width: Front, 78; rear, 70.3.

Maximum Height to frame top from ground, at rear axle, loaded: 24.8.

STANDARD SPECIFICATIONS

Axle, Front: Rated capacity, 2,700 lb. Drop-center, I-beam, heat-treated steel drop forging. Steering knuckles of drop-forged, heat-treated, chrome-molybdenum steel.

Axle, Rear: Rated capacity, 4,500 lb. Full-floating, single reduction, hypoid type. Hotchkiss type final drive. Induction-hardened axle shafts. Differential and wheel bearings are tapered rollers. Pinion is straddle-mounted, supported on roller bearings. Reduction, 4.1, 4.777 or 5.13 to 1.

Brake, Hand: Pedal applied, finger released, rear wheel internal-expanding type; effective lining area, 92.2 sq. in.

Brakes, Service: Hydraulic, one-way Servo front, duo Servo rear. Effective lining area, 172.9 sq. in.

Cab: All-steel with Sweep-Around windshield, side, rear and stainless steel-edged adjustable-tension Silent-Vent wing windows, all of safety glass. Adjustable full-width seat and nylon covered foam rubber seat cushion and cotton padded back cushion. Instrument panel with direct-reading gauges; chrome-plated control knobs. Safety type door latches; door locks both sides. Full-width floor with insulated mat. Vinyl-coated insulated headliner. Metal door trim panels. Dual two-speed electric windshield wipers. Inside overhead rear-view mirror. Left side sun visor. Ash tray. Map compartment.

Clutch: Hydraulic, 11-in. diameter, 9-spring, single plate, cushion dry disc, with coil spring vibration damper. Facing area, 123.7 sq. in.

Cooling System: Centrifugal pump, balanced circulation with permanent by-pass for fast, even warm-up. V-belt drive. Fin-and-tube radiator. Large capsule type thermostat. Total capacity, 15 qt.

Electrical System: 12-volt. Pressure-centrifugal control type distributor. 50-amp.-hr. capacity battery. Ignition key solenoid-actuated, positive engagement drive starting motor. 30-amp. generator. Dual sealed-beam headlights. Nine-circuit fuse panel on firewall for wiring without circuit breakers.

Engine: INTERNATIONAL V-266, Y-block, short-stroke, low-friction, low-stress, eight-cylinder, gasoline, valve-in-head. Bore, 3⅝ in.; stroke, 3 7/32 in.; displacement, 266 cu. in., compression ratio, 8.4 to 1. Maximum brake horsepower, 154.8 at 4400 r.p.m.; maximum torque, 227.1 lb.-ft. at 2800 r.p.m. Five steel-backed, replaceable-shell, precision type main bearings. Five camshaft bearings. Nine rocker arm shaft supports. Slo-roto exhaust valves faced with heat-resistant alloy. Exhaust valve seat inserts. Hydraulic tappets. Water-jacketed intake manifold. Balanced assembly of crankshaft, flywheel and front pulley.

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Equipment, Standard: Front bumper. Combination tail and stop light. Parking lights. Horn. Spare wheel.
Finish: Frame and wheels, black. Hood, cab and fenders painted in your choice of attractive solid standard colors. Anodized aluminum grille.
Frame: Pressed steel channel, 7 x 3 x 3/16 in.
Fuel System: Horizontal diaphragm, mechanical fuel pump driven from camshaft. Fuel filter. Downdraft carburetor. Large capacity, high efficiency, oil bath air cleaner. Fuel tank, 19-gal., right side under cab.
Lubrication System: Full pressure feed to all main, connecting rod and camshaft bearings. Deep sump oil pan. External gear type oil pump; wire mesh floating oil strainer. Full-flow oil filter. Oil capacity (refill), 6 qt.
Propeller Shaft: Large-diameter, heavy-gauge steel tubing, dynamically balanced. Needle bearing, anti-friction universal joints.
Springs: Semi-elliptic. Front, 46 x 2½ in. Rear, 52 x 2½ in. Shock absorbers, direct acting, front.
Steering: Semi-reversible, dual ratio, cam and roller-mounted twin lever gear. Four-spoke, 17-in. diameter, safety type steering wheel.
Tires: Front and single rear, tubeless, 7—17.5 TT, 6-ply. Tire carrier.
Transmission: Synchromesh type, three speeds forward, one reverse. Remote control shift lever on steering column, improved shift mechanism. Reductions — low, 3.039 to 1; second, 1.641 to 1; high, direct; reverse, 3,682 to 1.
Wheels: Disc type with 5.25 rims.

OPTIONAL EQUIPMENT AT ADJUSTED COST

Air Conditioner: Efficient, quiet, low-humidity unit with dual adjustable-position nozzles.
Axle Rear: Special with Powr-Lok differential, assures power flow to non-spinning wheel in mud, sand or on ice.
Brakes: Hydrovac power brake system.
Bodies: TRAVELALL® station wagon, 4 side doors, for 3 to 9 passengers. Standard body with single full-width seat, panel type rear doors. Custom body with second full-width intermediate fold-down seat, tail gate with electrically-controlled roll-down window, deluxe trim features. Third full-width rear seat available for both bodies; intermediate seat and tail gate also optional for Standard body . . . Pickup body, 7 or 8½-ft. inside length, Standard or flush-side Bonus-Load . . . Stake or platform, 8-ft. . . . Panel, 7-ft., with 4 side doors, bucket type driver's seat . . . Service-Utility, 79, 89 or 100-in., without or with fully-enclosed cargo area.
Cab: TRAVELETTE®. Four-door, six-passenger, with two full-width seats, increased rear-seat area. Available with 6-ft. Bonus-Load pickup body or 82.5-in. Service-Utility body.
Cab or Body Equipment: Tinted glass. Special rear-view mirrors. Arm rests. Right side sun visor. Cigar lighter. Dome light. Glove compartment lock. Special paint colors . . . Auxiliary seat or full-width seat for panel body.
Chassis Equipment: Chrome front and rear bumpers. Black rear bumper. Chrome hub caps.
Clutch: 10-in. diameter (for BD engine). 12-in. diameter (for V-8 engine).
Electrical System: 60 or 70-amp.-hr. battery. 50-amp. heavy-duty generator. 35 or 50-amp. charge-at-idle generator. 60-amp. AC-DC alternator. Dual stop and tail lights. Dual electric horns. Front corner and marker lights. Directional signals, Class A, front and rear; hazard switch.
Engine: INTERNATIONAL BD-240, I-block, high-torque, six-cylinder, gasoline, valve-in-head. Bore, 3 9/16 in.; stroke, 4.018 in.; displacement, 240 cu. in. Maximum brake horsepower, 140.8 at 3800 r.p.m.; maximum torque, 223.5 lb.-ft. at 2000 r.p.m.
Engine: INTERNATIONAL V-304, Y-block, short-stroke, low-friction, low-stress, eight cylinder, gasoline, valve-in-head. Bore, 3⅞ in.; stroke, 3 7/32 in.; displacement, 304 cu. in. Maximum brake horsepower, 193.1 at 4400 r.p.m.; maximum torque, 272.5 lb.-ft. at 2800 r.p.m.
Engine Equipment: High altitude equipment . . . Increased capacity cooling . . . Governor for BD-240 . . . Hand throttle control . . . Heavy-duty air cleaner . . . Positive crankcase ventilator.
Heater and Defroster: Recirculating and fresh air type.
Power Steering: Cylinder, valve, reservoir and pump.
Radio: Semi-transistor, center-mounted on instrument panel, with outside aerial.
Springs: Front, heavy-duty. Rear, heavy duty; leaf type auxiliary.
Tires: Tubeless or tubed, alternate sizes. White side walls. Special treads. Underslung tubular or bar type tire carrier. Tire lock.
Transmission: Heavy-duty 3-speed with floor shift; 4-speed synchromesh.
Transmission, Automatic: Torque converter type. Three speeds forward, one reverse. Gear drive range selector mounted on steering column has Park, Reverse, Neutral, Drive², Drive¹, and Low positions. Eliminates need for clutch and pedal . . . Oil cooling unit.

Specifications subject to change without notice.

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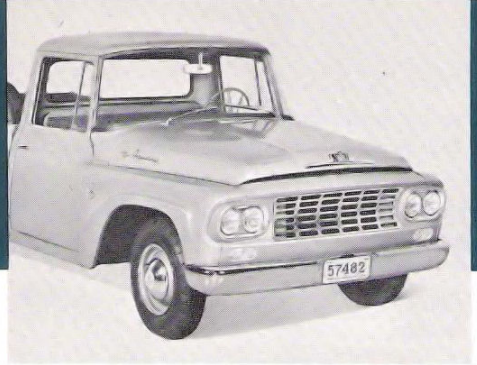
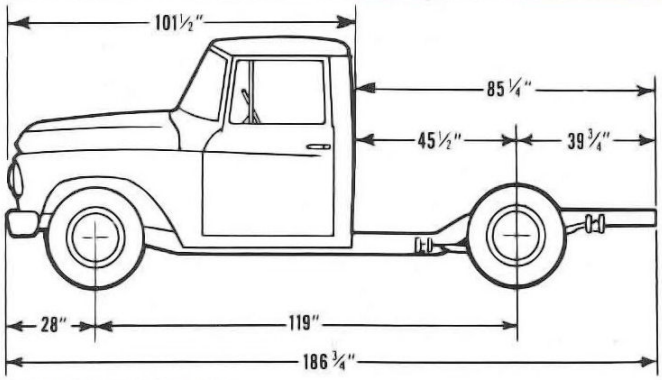


INTERNATIONAL®
C-100 SERIES
MAXIMUM GVW, 5,000 LB.

MODEL	GVW RATING
C-100	4,200 lb.
C-102	5,000 lb.



CHASSIS DIMENSIONS

Dimensions are given in inches. **Lengths** are shown on diagram above. Other dimensions, based on use of 6.70 x 15 tires, include:

Tread: Front wheels, 62.2; rear, 62.5.

Road Clearance: Front, 8.6; rear, 7.8.

Over-all Width: Front, 78; rear, 69.4.

Turning Radius with bumper clearance: 21¾.

Maximum Height to top of frame from ground, at rear axle, loaded: 22.8.

Weight with cab, fuel, oil, water, standard Model C-100, approx.: 3265 lb.

STANDARD SPECIFICATIONS

Axle, Front: FA-9. Rated capacity, 2,500 lb. Independent front wheel torque arm and torsion bar suspension.

Axle, Rear: RA-1. Rated capacity, 3,300 lb. Semi-floating, single reduction, hypoid type with 8½-in. ring gear, overhung pinion, carbon steel axle shafts. Cast iron housing, bolted-on cover. Reduction, 3.54, 3.73 or 4.09 to 1.

Brake, Parking: Pedal applied, finger released, rear-wheel internal-expanding type. Effective lining area, 83 sq. in.

Brakes, Service: Hydraulic, one-way Servo front, duo Servo rear. Effective lining area, 187.4 sq. in.

Cab: All-steel with Sweep-Around windshield, side, rear and stainless steel-edged adjustable-tension Silent-Vent wing windows, all of safety glass. Adjustable full-width seat with nylon covered foam rubber seat cushion and cotton padded back cushion. Instrument panel with direct-reading gauges; chrome-plated control knobs. Safety type door latches; door locks both sides. Full-width floor with insulated mat. Vinyl-coated insulated headliner. Metal door trim panels. Dual two-speed electric windshield wipers. Inside overhead rear-view mirror. Left side sun visor. Ash tray. Map compartment.

Clutch: Hydraulic, 11-in. diameter, 9-spring, single plate, cushion dry disc, with coil spring vibration damper. Facing area, 123.7 sq. in.

Cooling System: Centrifugal pump, balanced circulation with permanent by-pass for fast, even warm-up. V-belt drive. Fin-and-tube radiator. Large capsule type thermostat. Total capacity, 15 qt.

Electrical System: 12-volt. Pressure-centrifugal control type distributor. 50-amp-hr. capacity battery. Ignition key, solenoid-actuated, positive engagement drive starting motor. 30-amp. generator. Dual sealed-beam headlights. Nine-circuit fuse panel on firewall for wiring without circuit breakers.

Engine: INTERNATIONAL V-266, Y-block, short-stroke, low-friction, low-stress, eight-cylinder, gasoline, valve-in-head. Bore, 3⅝ in.; stroke, 3 7/32 in.; displacement, 266 cu. in.; compression ratio, 8.4 to 1. Maximum brake horsepower, 154.8 at 4400 r.p.m.; maximum torque, 227.1 lb.-ft. at 2800 r.p.m. Five steel-backed, replaceable-shell, precision type main bearings. Five camshaft bearings. Nine rocker arm shaft supports. Slo-roto exhaust valves faced with heat-resistant alloy. Exhaust valve seat inserts. Hydraulic tappets. Water-jacketed intake manifold. Balanced assembly of crankshaft, flywheel and front pulley.

Equipment, Standard: Front bumper. Combination tail and stop light. Parking lights. Horn. Spare wheel.

Finish: Frame and wheels, black. Hood, cab and

fenders painted in your choice of attractive solid standard colors. Anodized aluminum grille.

Frame: Welded steel box section, 5⅛ x 4¾ x ⅛ in., with ladder type crossmembers.

Fuel System: Horizontal diaphragm, mechanical fuel pump driven from camshaft. Fuel filter. Downdraft carburetor. Large capacity, high efficiency, oil bath air cleaner. Fuel tank, 17-gal., right side under cab.

Lubrication System: Full pressure feed to all main, connecting rod and camshaft bearings. Deep sump oil pan. External gear type oil pump; wire mesh floating oil strainer. Full-flow oil filter. Oil capacity (refill), 6 qt.

Propeller Shaft: Large-diameter, heavy-gauge steel tubing, dynamically balanced. Needle bearing, anti-friction universal joints.

Springs: Front—torsion bars, located for protection from road spray and dirt. Rear—semi-elliptic steel leaves, 52 x 2½ in. Shock absorbers, direct acting, front and rear.

Steering: Semi-reversible, dual ratio, cam and roller-mounted twin lever gear. Four-spoke, 17-in., safety type steering wheel.

Tires: Front, single rear and spare, tubeless, 6.70 x 15PC, 4-ply. Tire carrier.

Transmission: T-1. Synchromesh type, with improved shift mechanism. Three speeds forward, one reverse. Remote control shift lever on steering column. Reductions—low, 3.039 to 1; second, 1.641 to 1; third, direct; reverse, 3.682 to 1.

Wheels: Disc type, 15-in. with 5.00 K rims. Chrome hub caps.

OPTIONAL EQUIPMENT AT ADJUSTED COST

Air Conditioner: New, quiet, efficient unit with dual adjustable-position nozzles.

Axle, Rear: Rated capacity, 3,300 lb. Special with Powr-Lok differential, assures power to non-spinning wheel in sand, mud or on ice.

Brakes: Master-Vac power brake system.

Bodies: TRAVELALL® station wagon, 4 side doors, for 3 to 9 passengers. Standard body with single full-width seat, panel type rear doors. Custom body with second full-width intermediate fold-down seat, tail gate with electrically-controlled roll-down window, deluxe trim features. Third full-width rear seat available for both bodies. Intermediate seat and tail gate also optional for Standard body . . . Pickup body, 7-ft. inside length, Standard or flush-side Bonus-Load . . . Panel, 7-ft., with 4 side doors, bucket type driver's seat . . . . Service-Utility, 79, 89 or 100-in., without or with fully-enclosed cargo area.

Cab or Body Equipment: Tinted glass. Special rear view mirrors. Arm rests. Right side sun visor. Glove compartment lock. Dome light. Cigar lighter . . . Auxiliary seat or full-width seat for panel body.

Chassis Equipment: Black rear bumper. Chrome front and rear bumpers. Special tire carrier. Spare tire lock.

Clutch: 10-in. diameter (for BD engine). 12-in. diameter, 12-spring (for V-8 engine).

Electrical System: 60 or 70-amp.-hr. battery. 50-amp. heavy-duty generator. 35 or 50-amp. charge-at-idle generator. 60-amp. AC-DC alternator. Dual stop and tail lights. Dual electric horns. Front corner and marker lights. Directional signals, Class A, front and rear.

Engine: INTERNATIONAL BD-220, I-block, high-torque, six-cylinder, gasoline, valve-in-head. Bore, 3 9/16 in.; stroke, 3 11/16 in.; displacement, 220 cu. in. Maximum brake horsepower, 112.5 at 3800 r.p.m.; maximum torque, 194.4 lb.-ft. at 1600 r.p.m.

Engine: INTERNATIONAL BD-240, I-block, high-torque, six-cylinder, gasoline, valve-in-head. Bore, 3 9/16 in.; stroke, 4.018 in.; displacement, 240 cu. in. Maximum brake horsepower, 140.8 at 3800 r.p.m.; maximum torque, 223.5 lb.-ft. at 2000 r.p.m.

Engine: INTERNATIONAL V-304, Y-block, short-stroke, low-friction, low-stress, eight-cylinder, gasoline, valve-in-head. Bore, 3⅞ in., stroke, 3 7/32 in.; displacement, 304 cu. in. Maximum brake horsepower, 193.1 at 4400 r.p.m.; maximum torque, 272.5 lb.-ft. at 2800 r.p.m. (for approved applications only).

Engine Equipment: High altitude equipment . . . Increased capacity cooling . . . Governor . . . Hand throttle control . . . Heavy-duty air cleaner.

Heater and Defroster: Recirculating and fresh air type.

Power Steering: Integral type. Cylinder, valve, reservoir and pump.

Radio: Push-button, semi-transistor, center-mounted on instrument panel.

Springs: Rear, progressive type or heavy-duty.

Tires: Tubeless or tubed, alternate sizes. Special treads. Underslung tubular tire carrier. Tire lock.

Transmission: Overdrive. Four-speed synchromesh.

Transmission, Automatic: Torque converter type. Three speeds forward, one reverse. Gear drive range selector mounted on steering column has Park, Reverse, Neutral, Drive[2], Drive[1], and Low positions. Eliminates need for clutch and pedal . . . Oil cooling unit.

Specifications subject to change without notice.

INTERNATIONAL HARVESTER COMPANY
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INTERNATIONAL®

908 C

Vehicle illustrated may include Optional Equipment and does not necessarily include all standard equipment.

RATINGS

MAXIMUM GROSS VEHICLE WEIGHT.....4,000 lbs.

STANDARD EQUIPMENT

AXLE, FRONT
FA-1 2,500-lb capacity
Heat-treated forged-steel I beam

AXLE, REAR
RA-18 3,500-lb capacity
Hypoid single reduction, 8½" ring gear
Semi-floating induction-hardened flanged shafts
Ratios: 3.31, 3.54 or 3.73

BODY
6 ft. 8 in. regular or Bonus-Load pick-up with inner body tire carrier

BRAKE, PARKING
Mechanical control of rear service brakes
Foot pedal applied, finger lever released
Total lining area: 81.9 sq. inches

BRAKES, SERVICE
Self-adjusting hydraulic, dual operation with warning light
Single-cylinder, single-piston front, single-cylinder, double-piston rear
Size: 12 × 2" front, 11 × 1¾" rear
Total area: 179.7 sq. inches

CAB
All steel with safety glass windows and sweep-around windshield
Door locks both sides with safety latches
Non-glare padded instrument panel with ammeter, fuel, water temperature and oil pressure gauges
Full-width adjustable seat with Torflex spring construction, vinyl upholstery and polyurethane foam cushion
Acoustical roof headliner

CAB (Continued)
Rubber floormat with sound deadening insulation; seat belts and shoulder harness anchors
Fresh air heater and defroster
Padded sun visor for driver
Ash tray; hand choke
Two-speed non-glare electric windshield wipers and electric washers
Chrome door mounted and inside rear view mirrors

CLUTCH
10-inch 9-spring, single-plate
Hydraulic control; vibration dampener

COOLING SYSTEM
20-quart system capacity
Radiator frontal area: 497 sq. inches
Permanent type anti-freeze—20°F

ELECTRICAL SYSTEM
12-volt 32-amp alternator
50 amp-hr, 54 plate battery
Fuse panel in glove compartment
Dual stop and tail lights
Dome light; single electric horn
Directional signals: front in parking lights, rear in stop lights
Traffic hazard switch
Back-up lights
Front side marker lamps

ENGINE
International V-266 gasoline, V-8
Gross BHP: 154.8 @ 4400 rpm
Gross torque: 227.1 lb/ft @ 2800 rpm
266 cu. in. displmt; 8.4 comp ratio

ENGINE (Continued)
Dry-type air cleaner; full-flow oil filter
Exhaust emission control

FINISH
Chassis—black; bumper—white
Cab, body and wheels: choice of any standard IH color

FRAME
Pressed steel channel main rails
$6^{15}/_{16} \times 2^{31}/_{32} \times 0.135$"
3.68 section modulus
Formed-channel front bumper

FUEL TANK
19-gallon, mounted under cab

STEERING
S-8 gear, with 17-inch steering wheel and collapsible column

SUSPENSION
Semi-elliptic steel leaf springs
Front: 2½ × 46"; 2,310-lb capacity
Rear: 2½ × 52"; 2,210-lb capacity
Front and rear shock absorbers

TRANSMISSION
T-13 3-speed synchromesh, direct
Floor mounted gear shift lever
Ratios: 2.80, 1.85, 1.00; 4.53 rev.

WHEELS AND TIRES
Single front and rear, with spare
7.75 × 15, 4-PR tubeless tires
5-stud disc wheels, with 5.50 K rims
5½" bolt circles
Painted hub caps, front and rear

OPTIONAL EQUIPMENT

AXLE, REAR
RA-28 3,500-lb capacity single reduction with Powr-Lok limited slip differential
Ratios: 3.31, 3.54 or 3.73

BRAKES
Vacuum power assist

CAB
Passenger side padded sun visor
Left or right side arm rest
Right side chrome mirror
Truck type outside mirrors
Glove compartment lock; tinted glass
Deluxe trim package

CAB (Continued)
Exterior trim package
Air conditioner
Front bucket seats with console

CLUTCH
11-inch 9-spring

COOLING SYSTEM
Increased capacity cooling

ELECTRICAL SYSTEM
12-volt 61-amp alternator
60 or 70 amp-hr battery
Cigar lighter;
Dual electric horns; radio

ENGINE
Hand throttle control; automatic choke

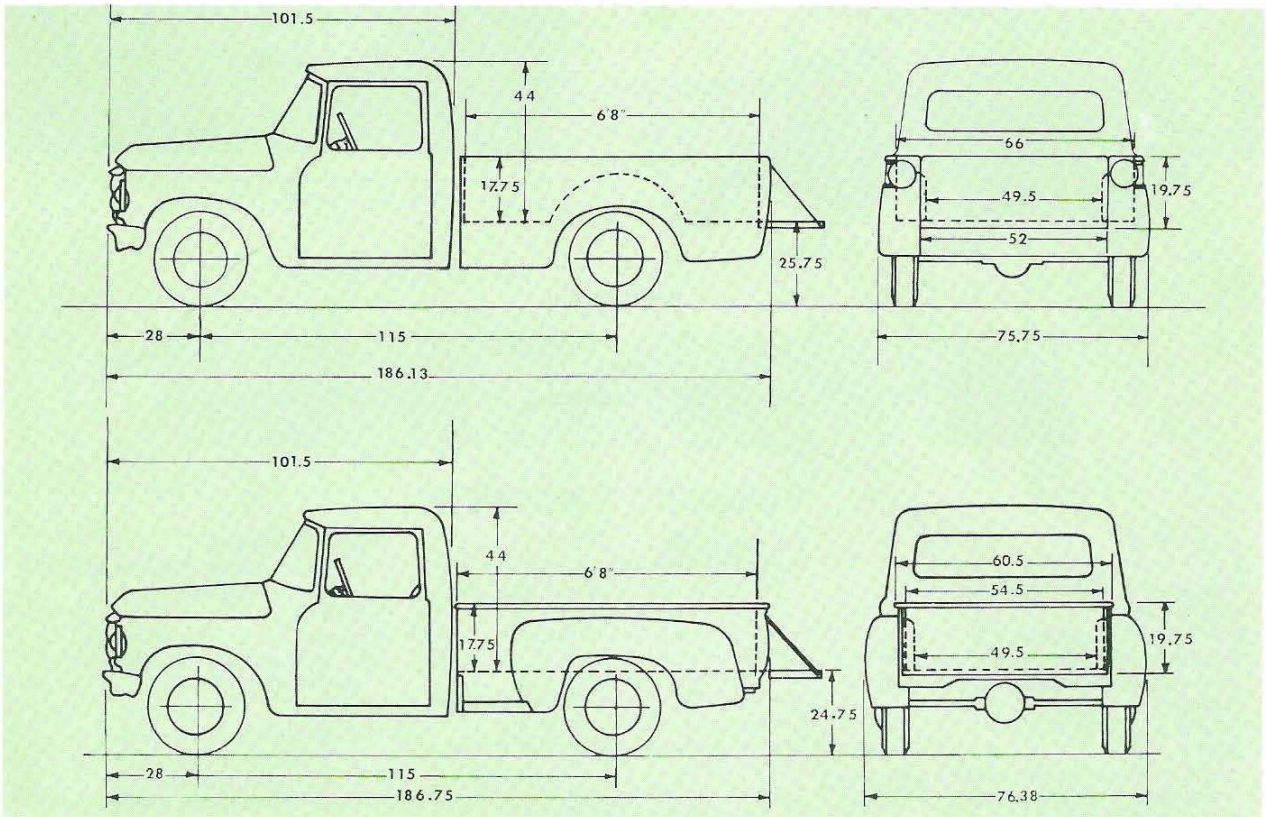
FRAME
Chrome front or rear bumper
White rear bumper

SUSPENSION
Progressive rear springs

TRANSMISSION
T-44 4-speed synchromesh, direct

WHEELS AND TIRES
8.15 × 15., 4-PR tubeless tires
Deluxe chrome hub caps, front and rear

DIMENSIONS AND WEIGHTS
WITH STANDARD COMPONENTS



DIMENSIONS, with 7.75 × 15 TIRES		
Overall Width: 78″ at front fenders Overall Height: 68.6″ at top of cab	Ground Clearance: 7.0″ at front axle 7.1″ at rear axle	Frame Height at Rear Axle: 24.5″ empty 21.3″ loaded

CHASSIS DIMENSIONS and WEIGHTS

	CHASSIS WEIGHTS, LBS.*			DIMENSIONS				TURNING RADIUS	
WB	Front	Rear	Total	CA	CF	AF	OAL	To Centerline of Tire	With Bumper Clearance
115″	2,105	1,350	3,455	42.0″	81.3″	39.3″	182.8″	19 ft. 4 in.	20 ft. 9 in.

*With cab, standard equipment and tires, oil, fuel and water.

TIRE DIMENSIONS

TUBELESS TIRES ON DISC WHEELS		
Tire Size	7.75 × 15	8.15 × 15
Rim Size	5.50K	5.50K
Outside Width OW	69.0″	69.5″
Tread Width TW	61.4″	61.4″
Inside Width IW	53.9″	53.4″
Chain Clearance	5.1″	4.8″
Front Tread	61.4″	61.4″

In order that product improvements may be introduced at any time specifications are subject to change without notice.

INTERNATIONAL HARVESTER COMPANY • 401 NORTH MICHIGAN AVE. • CHICAGO, ILLINOIS 60611

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